Transport for NSW

North South Rail Line and South West Rail Link Extension

Submission Report



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The Australian and NSW Governments announced on 1 June 2020 the following:

Sydney Metro has been working with stakeholders and industry to create a project that will deliver a fast, safe and reliable metro and support the success of the future Western Parkland City.

The project includes six new metro stations at:

- St Marys, interchanging with the existing suburban railway station and connecting customers with the rest of Sydney's rail system
- Orchard Hills to service a future commercial and mixed-use precinct
- Luddenham to service a future education, innovation and commercial precinct
- two stations within the airport site, at the airport terminal and at the airport business park
- the commercial heart of the Western Sydney Aerotropolis.

Exact station locations are subject to ongoing investigations and project design work currently being undertaken.

The Australian and NSW governments have a shared objective of having Sydney Metro - Western Sydney Airport operational when Western Sydney International airport opens for passenger services.

Sydney Metro - Western Sydney Airport is a key part of delivering an integrated transport system for the Western Parkland City. The Western Parkland City covers parts of Greater Western Sydney including the established centres of Greater Penrith, Liverpool and Campbelltown-Macarthur.

All references within this submissions report to the North South Rail Line between St Marys and the Aerotropolis are considered part of the Sydney Metro - Western Sydney Airport project.

Community enquiries for this project can be directed to sydneymetrowsa@transport.nsw.gov.au or by phone on 1800 717 703.

For more information, visit the project webpage at **sydneymetro.info/westernsydneyairportline**.

Executive Summary

1.0 Executive Summary

It has never been more important to ensure NSW stays connected. Planning for public transport infrastructure is important to ensure communities have access to safe and reliable passenger rail when they need it.

With the Western Sydney International (Nancy-Bird Walton) Airport and surrounding business area (known as the Aerotropolis) at its centre, the Western Parkland City will have new job opportunities, and be an exciting hub for new communities. Now is the time to plan and invest in new passenger rail lines.

By 2056, Greater Sydney is expected to be home to 8 million people, up from 4.7 million people today and 6.4 million people in 2036. The Greater Sydney Region Plan sets out a planning framework that emphasises how Western Sydney will be integral to meeting demand for an additional 725,000 homes, and an additional 817,000 jobs between 2016 and 2036.

Translating this demand to a spatial perspective introduces the idea of a 30-minute city – a city where people will have public transport access to their closest metropolitan city or strategic centre within 30 minutes. The 30-minute city will enable efficient access to workplaces, services and community facilities.

The NSW Government is planning for the long term transport needs of Western Sydney by identifying and protecting corridors of land that can be used to deliver transport infrastructure when needed in the future.

In 2018, Transport for NSW announced that it had identified the North South Rail Line and South West Rail Link Extension corridors. These corridors are integral to the future prosperity of the Western Parkland City and will form the spine of the city's Western Economic Corridor.

The passenger rail infrastructure will integrate with the arterial road network, planned and existing rail networks, and connect with local roads and other transport services such as bus networks and walking and cycling networks.

Corridor protection is now essential in the face of rapid urban development in designated growth areas and other planned precincts. The South West, North West, Western Sydney Airport, and Greater Macarthur growth areas will each be home to vast new communities, transforming Western Sydney. These communities must have the

infrastructure the corridors can provide for in the future. Protecting the corridors now and integrating the planning for the corridors and growth areas will ensure a sustainable transformation.

Early planning and the process

The identification and protection of infrastructure corridors recognises the importance of understanding longer term (40+ years) planning scenarios. It is recognised that corridor identification and protection has direct implications for the landowners and communities who live or work in or near the corridors. Protecting the corridors now from future urban development will lessen disruption to people and the environment while making the best use of public resources.

The planning for the future growth of Western Sydney is underpinned by Future Transport 2056, the NSW Freight and Ports Plan, the Greater Sydney Region Plan and the Western City District Plan. These strategies identify the importance of transport infrastructure to support the growth and prosperity of Western Sydney, particularly Western Sydney Airport and four large priority growth areas including:

- Western Sydney Airport Growth Area
- South West Growth Area
- North West Growth Area
- Greater Macarthur Growth Area.

In alignment with these draft strategies and plans, early planning activities to identify and shape the corridors, have been ongoing for a number of years. The planning process has included the following key activities:

- Comprehensive technical investigations for the corridors these assessments have considered engineering requirements, environmental constraints, and future land uses.
- Draft Strategic Environmental Assessment set out the strategic justification.
- Comprehensive communication and consultation programs this involved seeking feedback from key stakeholders, local communities and the wider Sydney community during 2015 and 2018. Feedback has been considered, responded to, and has informed the development of the Corridors.
- The protection of the Corridors achieved through a State Environmental Planning Policy (SEPP), an environmental planning instrument that addresses matters of State or regional environmental planning significance.

Following public consultation, Transport for NSW amended and submitted a Strategic Environmental Assessment application to the Department of Planning's Chief Planner. The Chief Planner has undertaken a 'fit for purpose' adequacy review of the application to inform a recommendation to the Minister for Planning in relation to the protection of the corridor through the SEPP.

The North South Rail Line and South West Rail Link Extension corridors

This Submissions Report refers to the North South Rail Link and South West Rail Link Extension corridors released for stakeholder and community consultation between March and June 2018.

The North South Rail Line and South West Rail Link Extension corridors will provide for future passenger rail in Sydney's west to support the planned Western Sydney Airport and urban centres across Western Sydney. The North South Rail Line will provide a passenger rail connection between the T1 Western Line near St Marys and the T8 Airport and South Line near Macarthur. The South West Rail Link Extension will extend from Leppington Station to North Bringelly for connections to the North South Rail Line corridor.

This future transport link will help form the transport spine of the region, becoming the backbone for economic development and support NSW and Australia as it recovers from COVID-19.

Community and stakeholder participation

Between 26 March and 21 June 2018, Transport for NSW delivered an extensive consultation and engagement program, including inviting submissions from stakeholders and the community, on the North South Rail Line and South West Rail Link Extension corridors.

The objectives of the consultation activities were to:

- Accept submissions from stakeholders and the community to inform ongoing planning activities and assessments.
- Provide accurate and timely information about the corridors to relevant stakeholders and the community.
- Raise awareness of the corridors.
- Provide opportunities for stakeholders and the community to express their views about the locations of the corridors.
- Understand and access valuable local knowledge from the community and stakeholders.
- Facilitate positive interactions with interested community stakeholders.
- Ensure a comprehensive and transparent approach.
- Establish communication channels so stakeholders are kept informed throughout the corridor planning process.

A number of consultation opportunities, along with supporting communication material, were delivered including:

 Advertisements in local newspapers and posts on the Transport for NSW Facebook page.

- Brochures distributed to impacted properties, and emails and letters to stakeholders and directly impacted landowners.
- Key stakeholder and landowner meetings.
- Numerous community drop-in information sessions and public meetings.

Feedback summary and consultation outcomes

A total of 1,195 submissions were received during the consultation period about the North South Rail Line and South West Rail Link Extension corridors.

Clear themes emerged from the feedback received during meetings, at the community drop-in sessions and in written submissions. Many recognised the importance of long term planning and transport corridor protection for Western Sydney.

The five predominant issues raised in submissions about the North South Rail Line and South West Rail Link Extension corridors included:

- 1. **Alternative options** this included suggested alternative alignments, upgrades to existing infrastructure, public transport projects and tunnelling.
 - A number of submitters made general recommendations and suggestions for alternative rail configurations or alignments.
- Social this included submissions that raised connection to place, lifestyle and amenity, health and safety, division of communities, and proximity of the corridors to residents and vulnerable members of the community.
 - Submitters also raised the high percentage of properties along the corridors that provide both residence and livelihood as businesses are operated on the properties and both their business as well as their homes will be impacted.
 - Significant feedback from the community in Orchard Hills was that they felt unfairly treated regarding the Exhibited Corridor. Many said the elderly population in the area would suffer the most as they have fewer options for relocation and accessibility to community facilities.
 - Commitment was sought to bring the community and stakeholders on the journey and maintain communication at key milestones, with further opportunities for input to ensure the corridors balance best for project and best for the region.
- 3. **Corridor planning** this included submissions that raised the need, potential benefits and corridors identification process, 2015/2018 consultation activities, and future staging of the protection investigations and corridors infrastructure.
 - Concerns were raised that there was insufficient opportunity to provide input into determining the location of the corridors. The March 2018 announcement came without forewarning and residents were not able to prepare themselves.
 - Additionally, there were a number of requests for the Government to make a decision quickly to provide certainty to the community and stakeholders, and for the rail lines to be constructed now in time for the Western Sydney Airport opening in 2026.

- 4. **Property and acquisition** this included questions and concerns about compensation for affected and adjacent properties, the acquisition process and timing, and property values.
 - Both directly and indirectly impacted properties owners noted that they need to understand all their options, and the timing of acquisition, and requested fair compensation.
- 5. **Economic** this included submissions that raised impacts of the corridor on agricultural businesses and food production, local business and tourism.
 - Submitters consistently raised concerns about the significance of the agricultural lands in the area and their contributions to the local and Sydney food bowl, and for these lands to be retained and protected.
 - Submitters consistently raised concerns about the significance of the agricultural lands in the area and their contributions to the local and Sydney food bowl, and for these lands to be retained and protected.

Feedback received from stakeholders such as councils, developers and some community members supported the corridors and the need for a clear timeline of when the corridors will be finalised. This certainty will allow appropriate decision making on:

- renovations/improvements to property/businesses
- renewal of rental agreements
- proceeding with approved development applications.

Further information on submissions, including all issues raised, and responses by Transport for NSW, is provided in **Sections 5 to 15** of this report.

Next steps

Transport for NSW has considered the issues raised in submissions on the North South Rail Line and South West Rail Link Extension corridors and responded in this report.

As a result of the submissions, Transport for NSW has made some refinements to the corridors that are included in a revised Strategic Environmental Assessment. This can be found on the Transport for NSW website. The land will be rezoned to Special Purpose (SP2 Infrastructure) - Reserved Infrastructure Corridor and new planning controls will apply.

Although the existing land uses will be able to continue in the interim, this will ensure that new development does not inhibit the delivery of the major infrastructure when required in the future.

Planning authorities will ensure that land use and transport planning processes around the recommended corridors are integrated and coordinated. Any future proposal to build and operate infrastructure in the recommended corridors would be subject to an environmental assessment in accordance with the provisions of the Environmental Planning and Assessment Act 1979.

The North South Rail Line and South West Rail Link Extension corridors will help to underpin NSW Government's long term intentions for the growth of Western Sydney and the objective of a sustainable, productive and liveable 30-minute city.

2.0 North South Rail Line / South West Rail Link Extension

2.1 Background

As Sydney grows and becomes more complex, the way we move around Sydney will change. It is imperative we plan infrastructure and services to support the changes in how we work, live and travel in the future Greater Sydney.

If Greater Sydney is to be a productive, liveable and sustainable city that offers more opportunities and better lifestyles for more people, we need to begin planning for it now. Western Sydney will drive much of this change as new communities flourish around future jobs and industry, stimulated by the opportunities of the Western Sydney Airport.

The NSW Government has recognised the need for a number of long term major infrastructure corridors to support this growth in Western Sydney. As outlined in Future Transport 2056, the State Infrastructure Strategy 2018-2038 and the Greater Sydney Commission's A Metropolis of Three Cities, a whole-of-government approach is aligning policy and investment decisions to support the anticipated growth and need for infrastructure across the three cities.

Protecting these passenger rail corridors now will minimise disruption to current and future landowners when construction starts, while providing certainty for landowners and land use planners. Planning work to secure these corridors has been underway for a number of years.

Identifying and protecting land now for future infrastructure does not mean the land needs to be acquired immediately. Landowners and residents who live within the reserved transport corridors will be able to continue with current uses and currently permitted development can continue, subject to development consent.

Community and stakeholder feedback plays a key role in the early planning process. Community consultation on the passenger rail corridors was held between 26 March and 1 June 2018 to give residents and businesses the opportunity to inform the planning process. During this time, the community and stakeholders were invited to make a submission to Transport for NSW on potential issues and opportunities.

Given the considerable interest in the corridors, Transport for NSW continued to accept submissions until 21 June 2018.

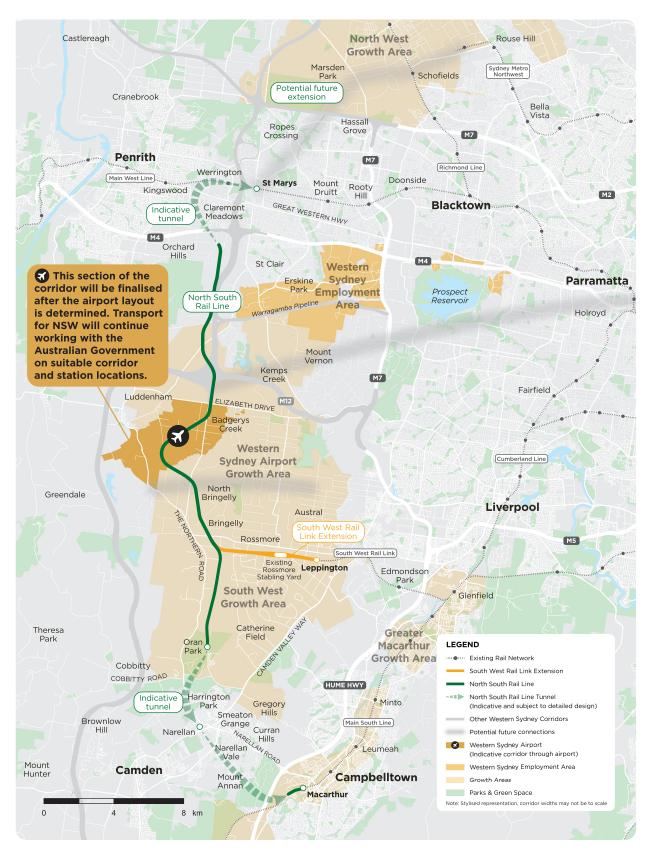


Figure 1- Exhibited corridors for the North South Rail Line and South West Rail Link Extension (March 2018)

2.2 Purpose of this report

The purpose of this Submissions Report is to:

- Outline the range of consultation and engagement activities undertaken on the North South Rail Line and South West Rail Link Extension between 26 March and 21 June 2018.
- Present an overview of issues raised by stakeholders and the community in the more than 800 submissions received during this period.
- Outline the changes made to the corridors in response to the submissions.
- Provide responses to key issues raised.

This report should be read in conjunction with supporting corridor information and documents available at **transport.nsw.gov.au/corridors**.

2.3 Corridor overview

Between 26 March and 21 June 2018, submissions were accepted from stakeholders and the community on the North South Rail Line / South West Rail Link Extension. **Figure 1** shows the exhibited corridors.

The North South Rail Line and South West Rail Link Extension corridors will provide for passenger rail corridors consisting of two sections:

- 1. The North South Rail Line offers the ability to provide passenger rail between the T1 Western Line near St Marys and the T8 Airport and South Line near Macarthur, with stations planned in Oran Park, Narellan and Macarthur.
- 2. The South West Rail Link Extension is planned to connect Leppington Station to North Bringelly (site of the proposed Western Sydney Aerotropolis), allowing an interchange to the North South Rail Line.

The two passenger rail corridors are proposed to support population, housing and job growth across Western Sydney. They will also enable appropriate transport solutions to be planned for the Western Sydney Airport which will be a catalyst for generating a range of new jobs.

2.4 Changes to corridors following community feedback

Since the announcement on 22 June 2018, Transport for NSW has reviewed the submissions and made some refinements to the corridors. These refinements are described in the Strategic Environmental Assessment which can be found on the **Transport for NSW** website.

The changes include:

- Straightening of the North South Rail Line corridor in Orchard Hills between Lansdowne Road and Patons Lane to reduce property impacts.
- Realignment of the North South Rail line corridor at Oran Park.

3.0Consultation and Engagement Process

Consultation and engagement on the Western Sydney corridors has been critical to the planning process. Community and stakeholder feedback received over a number of years has helped shape the transport corridors and inform Transport for NSW in its decision making.

This section of the report provides an overview of the comprehensive consultation and engagement process to date, and future planning phases.

3.1 2015 consultation and engagement overview

The 2012 NSW Long Term Transport Master Plan and 2013 NSW Freight and Ports Strategy identified the need to improve mobility, connectivity and access, between emerging Western Sydney suburbs and employment locations on Sydney's fringe.

In 2015, Transport for NSW assessed and identified transport corridors in Western Sydney, in collaboration with the Greater Sydney Commission and the Department of Planning and Environment.

Between 6 June 2015 and 7 August 2015, Transport for NSW consulted with community members and groups, councils, representative bodies, business and residents on the following:

- A corridor for the South West Rail Link Extension between Leppington and North Bringelly.
- A study area for the North South Rail Line between T1 Western Line and the South West Rail Link Extension between Narellan and the T8 Airport and South Line.

Feedback on these corridors was obtained from:

- Community drop-in sessions and information stalls.
- Comments received through an online mapping tool.
- Meetings/workshops with key stakeholder groups (including government agencies), representatives of residents, various environmental groups, local councils and the freight industry.

Submissions were invited from key stakeholders and the community to inform ongoing corridor planning activities. A summary of the 2015 consultation is outlined in **Table 1**.

Table 1 - 2015 consultation activity summary

Corridors	Consultation period	2015 consultation activities	Total submissions
South West Rail	6 June 2015 and	Workshops with	1,195
Link Extension and	7 August 2015	community groups	
North South Rail Line		Four community	
corridors		drop-in sessions	

Details of these consultation activities and information about how to provide feedback were advertised in the following local newspapers:

- Campbelltown Advertiser
- Wollondilly Advertiser
- Macarthur Chronicle
- Camden Advertiser
- Liverpool Champion
- St Marys-Mt Druitt Star
- Mt Druitt-St Marys Standard
- Penrith Press
- Penrith Gazette.

Information about how to provide feedback was available on Transport for NSW's website.

The majority of feedback received was about the community wanting certainty about the exact extent of land required, and the timing of rezoning and infrastructure delivery.

The 2015 community consultation activities provided Transport for NSW with a better understanding of the potential corridor impacts, key issues and considerations as outlined in **Table 2**.

Following the 2015 consultation period, the Government reviewed the corridors in light of the feedback received. The key refinements made to the NSRL/SWRLE corridor as a result of the 2015 consultation were:

- Straightening of the SWRLE corridor west of the Rossmore Stabling Yard to provide the opportunity of a possible Rossmore Station and reduce rail operating and maintenance costs.
- A commitment made by the NSW Government on 23 November 2015 that any future rail line between Oran Park and Harrington Park would be in a tunnel.

Post consultation, the Government released a suite of strategic planning documents that took a long term view (40 plus years) of Greater Sydney's growth, and fully integrated land use and transport planning.

This process began with Towards Our Greater Sydney 2056, the Greater Sydney Commission's draft amendment to A Plan for Growing Sydney. This introduced the concept of the vision for Greater Sydney as a metropolis of three cities.

This vision is integrated in the:

- Greater Sydney Region Plan: the draft regional plan for Greater Sydney, using a 20-year planning horizon within a 40-year vision for Sydney's growth that includes the emerging Western Parkland City.
- Future Transport 2056 and draft Greater Sydney Infrastructure and Services
 Plan: released in conjunction with the Greater Sydney Region Plan, bringing
 together integrated land use and transport planning for Greater Sydney and
 New South Wales.
- Five district plans: detailed plans for each of Greater Sydney's five districts to inform local-level planning and guide public and private investment.

The vision is also guided by the State Infrastructure Strategy (2018).

The strategic planning documents align with existing Government policies and collaborations, including:

- The Freight and Ports Plan, a supplement to Future Transport 2056, which builds on the 2013 Freight and Ports Strategy.
- The Western Sydney City Deal, between the NSW Government, Commonwealth Government and local councils.
- The Western Sydney Infrastructure Plan.
- Ongoing collaboration between state agencies and local Government to identify suitable transport corridors.

The Corridors Projects align with existing policies and strategies by implementing the planning, collaboration, consultation and protection required for transport infrastructure in the medium to long term.

Table 2 - Summary of community feedback from 2015

Key issue	Summary of feedback
Environment	 Consider the conservation area at Harrington Park and bushland remnants of the Cumberland Plain Woodlands.
	• Consider the critically endangered wildlife and biodiversity in the area.
	 Consideration of the natural watercourses around the corridor investigation area.
	Consider green corridors and wildlife crossings.

Key issue Summary of feedback Exhibited · Consider existing housing and planned communities. corridor · Requested further information about how the exhibited recommended corridor was identified. · Consider housing construction underway at Oran Park Town Centre and Wildfire Estate. The location of the corridor is in close proximity to housing. · Concern that the Exhibited Corridors would be used for freight rail. Corridor • Use the corridor outlined in the Sydway directory following the creek suggestions line along Masterfield Road between Rossmore and Bringelly. • Use The Northern Road for the South West Rail Link Extension. • Terminate the corridor at Oran Park Town Centre. Adopt Greenfield Development Company's suggested corridor location west of Oran Park Town Centre. • Requested a tunnel option between Oran Park and Narellan. • Requested a tunnel option for the Spring Farm area. • Respondents who expressed support for the corridor did so with the assumption the corridor will go underground between Oran Park and Narellan. • Respondents who expressed support for the corridor did so with the assumption that the corridor will also serve T8 Airport and South Line near Macarthur. • Consider alternative transport modes such as buses or light rail. · Reconsider the station locations to reduce potential impacts and optimise commuter parking and accessibility options. • Not to extend beyond Oran Park but use bus services to connect with Narellan. Link Narellan, Macarthur and Picton. · Consider adequate parking provisions. • The northern section of the North South Rail Line, to pass through the Western Sydney University. • The northern section of the North South Rail Line to pass through Werrington train station, through Cobbins Children's Court, between Western Sydney University, and Claremont Meadows, near the state archives building, across Caddens Road, across the M4, head towards the Sydney Science Park and the airport. • The northern section of the North South Rail Line to pass through Mamre Road and South Creek. • Use the area between Mamre Road and Samuel Marsden Road for the northern section of the North South Rail Line, heading west to Elizabeth Drive. · Rail connection for Penrith and the Western Sydney Airport Site at Badgerys Creek.

Key issue	Summary of feedback
Suggested impacts	 Suggestion for a corridor to be identified with the least impacts or disruption to residents and avoid dividing the community. Areas outlined in submissions included: Oran Park Town Centre, Harrington Park, Wildfire Estate, Spring Farm and Rossmore. Impacts to property values and enquiries about the acquisition process Requested further information about timing of the investigation and clarity when corridor investigation will be finalised.
Western Sydney Airport at Badgerys Creek	 Highlighted cumulative impacts for the Western Sydney Airport and the passenger rail. There is a community understanding that the corridors will also be used as a freight rail corridor to serve the airport. Highlighted future noise and other impacts from the rail corridor.
Planning	 Requested further information about the corridor investigation timeframes and when the corridors will be finalised/delivered to enable the commencement or continue with housing construction works. Requested further information on when the Environment Impact Assessment will be undertaken for the exhibited recommended corridor. Request for further information on when the Environment Impact Assessment will be undertaken in relation to the future passenger rail, airport and Outer Sydney Orbital. Highlighted the timing of when the announcement was made in relation to the sale of land at the Wildfire Estate. Concern the corridor would have potential impacts to housing growth Requested further information as to the location of the corridor through Spring Farm as it is an established community. Request for additional public transport options for the South West. Understanding of the corridor identification and protection process.
Stations	 Requested information relating to the proposed station locations for Spring Farm or Mount Annan. Requested information about the type of facilities that will be available at the stations locations. Requested information about whether parking facilities will be available at the station locations. Requested information about whether the future stations will be accessible.
Roads	 Consider the impacts of the future rail corridor will have on the local roads in relation to local congestion. Improve and upgrade local roads before planning for future passenger rail.
Northern section (between Western Sydney Airport and the T1 Western Line)	Consideration of existing housing and established communities at Orchard Hills, Claremont Meadows, Defence Establishment Lands, The Blaxland Creek and the Cumberland Plain Woodlands.

Key issue	Summary of feedback
Social	 Retaining a sense of community and rural amenity. Consideration of established and existing communities. Respondents highlighted concern for the potential to separate or divide communities. Highlighted the following areas that would be impacted, Oran Park Town Centre, Wildfire Estate, Harrington Park, Narellan and Spring Farm. Consideration of the potential impacts or affects the corridor will have on community health. Consider open public spaces including bushland and nature reserves. Consider the Mount Annan botanical gardens. Consider the Oran Park aged care facility. Consider the local schools in the area. Consider the local medical facilities and hospitals. Consider the potential of crime and anti-social behaviour around the future stations and rail corridor.
Consultation	 Suggestion that there was a lack of consultation with the community. Enquires about early consultation processes.

3.2 2018 consultation and engagement overview

On 26 March 2018, the Government announced future North South Rail Line and South West Rail Link Extension corridors.

Community consultation on these proposed corridors was held between 26 March 2018 and 1 June 2018. Residents, businesses, and key stakeholder groups such as community groups, councils, and representative bodies, were asked to provide feedback and make formal submissions during this time.

Although not publicly announced by Transport for NSW, submissions continued to be accepted, beyond the formal consultation period, up until 21 June 2018. This decision was made in recognition of the high level of interest shown throughout the consultation period.

3.2.1 Key consultation and engagement activities

Throughout the consultation period, approximately 900 submissions were received. This included comments left on the online mapping tool, and there were high levels of participation at community drop-in information sessions and attendance at one-on-one meetings.

Throughout the consultation period, Transport for NSW undertook the following consultation and engagement activities:

- Advertised in local newspapers and posted messages on the Transport for NSW Facebook page.
- Distributed brochures to impacted properties, and emails and letters to stakeholders and directly impacted landowners.
- Attended key stakeholder and landowner meetings.
- Hosted community drop-in information sessions and public meetings.

Details about each of these activities are described below:

Advertisements

In March and April 2018, advertisements were placed in local newspapers to inform the community about the proposed corridors and to ask for feedback, including in:

- The Western Weekender
- St Marys Mount Druitt Standard
- Penrith Press
- Macarthur Chronicle
- Liverpool Leader
- Blacktown Advocate.

Social media

Transport for NSW posted on departmental social media platforms, including Facebook **facebook.com/TransportForNSW**, at regular intervals throughout the consultation and engagement period.

Social media posts were also utilised to encourage participation in the consultation process, and directed traffic to **Transport for NSW's corridors webpage** for more information.

Corridors brochure

On 26 March 2018, a corridors brochure was distributed to properties either directly impacted or neighbouring the passenger rail corridors. The brochure was also included in information packs, provided to potentially impacted landowners and at community drop-in information sessions.

An online version of the brochure was created for each corridor and made available on the corridors webpage **transport.nsw.gov.au/corridors**. The online brochure received 1,352 unique views.

Stakeholder email

At the commencement of the consultation and engagement period, a direct email was sent to a stakeholder list of 2,045 from Transport for NSW's email address - **corridors@transport.nsw.gov.au**, to advise them about the commencement of consultation and to direct them to Transport for NSW's corridors webpage, for more information and details of consultation.

The stakeholder list was compiled from interested parties who had previously registered interest in finding out more information about the corridors.

Doorknock to potentially impacted landowners

On 26 March, representatives from Transport for NSW conducted a doorknock of 56 directly impacted landowners.

During the doorknock, landowners were provided with an information pack, containing a personalised letter, fact sheets, maps (i.e. specific to the location of the landowner's property, illustrating potential corridor impacts), the details of community drop-in information sessions and all of the available channels to provide feedback during the consultation and engagement period. Details are provided in **Section 3.2.2**.

Additionally, on 26 March 2018, approximately 75 letters were sent to landowners. The letters contained details of community drop-in information sessions and all available feedback channels.

One on one meetings with landowners

During the course of the consultation period, Transport for NSW offered directly impacted landowners the opportunity to meet one on one with representatives of the project team to discuss any concerns and ask questions. Approximately 68 meetings were held.

Key stakeholder meetings

During and after the consultation and engagement period, meetings were held with key stakeholders including local councils, government agencies and local community action groups. These are listed below.

- Wollondilly Shire Council
- Campbelltown City Council
- Camden Council
- Penrith Council
- Western Sydney Regional Organisation of Councils.

Others:

- Bringelly Rural District Forum
- Department of Education
- Department of Housing
- Department of Planning and Environment
- Office of Environment and Heritage
- · University of Western Sydney.

Six community drop-in information sessions were hosted by Transport for NSW for the North South Rail Line and South West Rail Link Extension during the consultation and engagement period. These information sessions were in most cases shared with other corridors being consulted on at the same time.

At the community drop-in information sessions, corridor information and display materials, including corridor maps, were available. Technical specialists, including property consultants and representatives from the Department of Planning and Environment attended the sessions to answer questions from community members.

Notification about the community drop-in sessions was via an information pack provided to potentially impacted landowners, emails to registered stakeholders, hosted on the Transport for NSW corridors webpage and advertisements in local newspapers, including The Western Weekender, Penrith Press, Rouse Hill Times, Blacktown Advocate, St Marys Mount Druitt Standard, Macarthur Chronicle and Liverpool Leader.

Details of the community drop-in information sessions are summarised in Table 3.

Table 3 - Community drop-in information sessions

Venues	Dates	Corridors	Number of attendees (approx)
Luddenham	7 April 2018	North South Rail Line	200
Camden	10 April 2018	North South Rail Line	400
Bringelly	12 April 2018	North South Rail Line South West Rail Link Extension	200
Camden	1 May 2018	North South Rail Line	250
St Mary's	14 May 2018	North South Rail Line	150

When attendance levels at community drop-in information sessions were high, Transport for NSW moved these sessions to a question and answer format which allowed the project team to speak to the audience collectively, providing them with an overview of the corridors and answering the questions raised.

3.2.2 Communication channels

Community and stakeholders were encouraged to have their say on the corridors through a variety of feedback channels. These channels are described below.

Community information phone line, email address and postal address

The community information line and email address were established and maintained by Transport for NSW during the consultation period.

Transport for NSW contact details were included on all written communications distributed or made available to the community.

During the consultation and engagement period, Transport for NSW received and responded to:

- Community information line 1800 837 511:
 46 phone calls (not considered submissions).
- Email corridors@transport.nsw.gov.au:
 45 non-submission related emails (general enquiries were not considered a submission). 585 submission related emails were received.
- Post PO Box K659, Haymarket, NSW 1240: 20 letters (these were considered a postal submission).

Community drop-in information session feedback forms

At the community drop-in information sessions, community and stakeholders were invited to submit feedback by completing a feedback form. More than 9 feedback forms were received. Transport for NSW considered the feedback provided in the forms but they were not counted as formal submissions.

Transport for NSW Corridors webpage

Information contained on Transport for NSW's corridors webpage located at **transport.nsw.gov.au/corridors** included:

- a summary of the proposed corridors
- draft strategic environmental assessments
- frequently asked questions
- maps for consultation
- information about how to provide feedback, including details of the community drop-in information sessions.

The following feedback channels for community members and key stakeholders during the consultation and engagement period:

- a collaborative mapping tool, enabling location specific comments
- a webform for providing submissions.

The **NSRL corridor webpage** had 9,416 unique visitors to the site during the consultation and engagement period. Documents providing information on the corridor were made available on the **webpage**.

Downloads



1352



OVERVIEW MAP



457



520

Figure 2 - Number of documents downloaded from the NSRL corridor webpage

An online collaborative map, on the corridors webpage, enabled community members and key stakeholders to view the proposed corridor locations and provide feedback.

More than 230 comments were received from individuals via the online collaborative mapping tool.

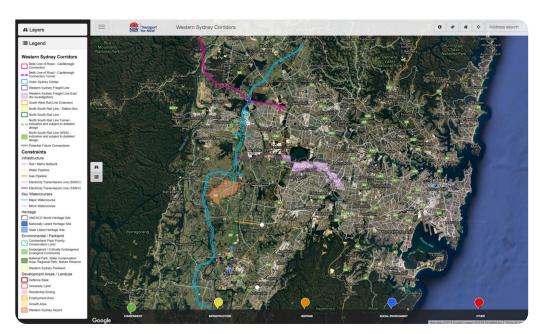


Figure 3 - Online collaborative mapping tool

Webform

87 webform submissions were received via **Transport for NSW's corridors webpage**. The webform captured the following information:

- enquiry type (provide feedback/subscribe to updates)
- corridor name
- stakeholder details, including address
- housing status (e.g. rent, owner occupier, business owner)
- issue type (e.g. social environment, infrastructure, heritage, environment, other)
- feedback on corridor via open text
- option to upload a document (e.g. submissions/photos).

4.0 Submissions Overview

During the consultation and engagement period, Transport for NSW received submissions from various stakeholder groups including residents, potentially impacted landowners, businesses, community and interest groups, local councils, government agencies and representative bodies.

Submissions were received through various feedback channels (refer to **Section 3.2.2**). **Table 4** below outlines these channels and how Transport for NSW counted the submissions.

Table 4 - Feedback channels

Feedback channels	How treated
One-on-one landowner meetings	Excluded from the submissions count.
	Considered by Transport for NSW's technical team, as part of the technical review process.
Stakeholder meetings including local	Excluded from the submissions count.
councils, businesses, government authorities and agencies	Considered by Transport for NSW's technical team, as part of the technical review process.
	Formal submissions received via other channels were included in the submissions count. Refer to Section 4.1 .
Written feedback forms handed in at	Excluded from the submissions count.
communi-ty drop-in information sessions	Considered by Transport for NSW's technical team, as part of the technical review process.
Verbal feedback provided at community	Excluded from the submissions count.
drop-in information sessions	Considered by Transport for NSW's technical team, as part of the technical review process.
Multiple submissions from the same person/individual with the same content	Counted as one submission.
Multiple submissions from the same person/individual with different content	Counted as separate submissions.
Multiple comments left on the interactive online mapping tool by the same person	Counted as one submission.
Submissions received after the formal consul-tation and engagement period ended on 1 June 2018, following the	All submissions received up to 21 June were accepted and considered in the overall submissions count.
extension of the submissions period through to 21 June 2018	Submissions received after 21 June were considered by the Transport for NSW technical team as part of the technical review process.
Submissions received following the announcement on 22 June 2018 about changes to two of the corridors following community feedback	Excluded from the overall submissions count. Considered by Transport for NSW's technical team, as part of the technical review process. Refer to Section 2.4 of this report for details.

Feedback channels	How treated
Petitions (with signatures) received by Transport for NSW about the corridors during the consultation and engagement period	The following petition was received: Opposition to Proposed Rail Corridor - Orchard Hills (North South Rail Line) - 271 signatures.
	Considered as one submission.
	Considered by Transport for NSW's technical team, as part of the technical review process.
	Members of Transport for NSW's technical team have met with the primary petition representative(s) to discuss their concerns. Engagement with these representatives will be ongoing.
Proforma (or form letter) submissions received containing the same content submitted by more than five individuals	Each proforma counted as one email submission.
Verbal feedback provided via the	Excluded from the submissions count.
community information line: 1800 837 511	Considered by Transport for NSW technical team as part of the technical review process.
	Not considered a formal submission.
General email enquiries to Transport for NSW's project email: corridors@transport.nsw.gov.au	Excluded from the submissions count as they were not considered a formal submission.
Submissions received by email: corridors@transport.nsw.gov.au	Each submission received by email counted as one email submission.
	Where one email was received with multiple submissions attached, each individual submission counted as one email submission.
Postal submissions to PO Box K659, Hay-market, NSW 1240	Each submission received by post counted as one postal submission.
Submission via webform hosted on Transport for NSW's corridors webpage	Each webform counted as one submission.
Submission referencing more than one corridor, e.g. Outer Sydney Orbital and Western Sydney Freight Line	Counted as one submission and included as one submission in the overall submissions count.

4.1 Number of submissions

A total of 897 submissions relating to the North South Rail Line and South West Rail Link Extension were received between 26 March and 21 June 2018. These submissions were made by 697 individual submitters.

4.2 Submission types

Transport for NSW received submissions through various feedback channels presented in **Table 5**.

Table 5 - Submissions by type

Submission type	Number of submissions received
Post	20
Email (including proformas)	585
Webform	87
Collaborative online mapping tool	230
Total	1,195

4.3 How submissions have been addressed

All submissions received during the consultation and engagement period were reviewed in detail, with issues and themes coded for further analysis, and summarised for a response to be developed.

Submitters who supplied legible contact details will be notified via post or email that this report has been published.

The issues and responses for the North South Rail Line and South West Rail Link Extension are presented in **Sections 5 to 16** of this report.

Submissions have been classified into two categories, stakeholders and community, as outlined below.

4.3.1 Stakeholders

For the purposes of this report, stakeholders are considered to be industry bodies/representatives, local councils, government departments and educational institutions. Stakeholders have been identified in this report.

It should be noted that a number of submissions were received from businesses and corporations however to maintain privacy and confidentiality, they are not identified in this report.

4.3.2 Community

Individuals, residents and community groups have been considered as community submissions.

All submissions received from members of the community have not been identified to maintain privacy and confidentiality.

4.4 Key issues raised

The top five issues raised in submissions were:

- 1. **Alternative options** this included submissions that raised alternative alignments, upgrades to existing infrastructure, public transport projects, and tunnelling.
- 2. **Social** this included submissions that raised connection to place, lifestyle and amenity, health and safety, division of communities, and proximity of the corridors to residents and vulnerable members of the community.
- 3. **Corridor planning** this included submissions that raised the need, potential benefits and identification process, 2015 / 2018 consultation activities, and future staging of the protection investigations and corridors infrastructure.
- 4. **Property and acquisition** this included submissions that raised compensation for affected and adjacent properties, the acquisition process and timing, and property values.
- 5. **Economic** this included submissions that raised impacts of the corridor on agricultural businesses and food production, local business and tourism.

A breakdown of issues raised in submissions relating to the North South Rail Line and South West Rail Link Extension is presented in **Table 6**.

Table 6 - Number of times issues were raised. The table reflects the ordering of issues in this report.

Issue category	Number of times issue was raised
Corridor planning	593
Alternative options	690
Planning policy	28
Design	107
Environment	458
Heritage	16
Economic	559
Social	625
Infrastructure	105
Cumulative impact	135
Property and acquisition	575

5.0 Issue: Corridor Planning

This section relates to comments on the future need for the corridor, the benefits it will provide, how the corridor was selected, the consultation effectiveness and staging of the infrastructure delivery.

5.1 Key Theme: Corridor need

The key theme of Corridor need received comments regarding the potential future transport needs of the area along with specific requests for justification of the North South Rail Line and South West Rail Link Extension corridors from a demand or needs basis. Comments included suggestions for transport routes, destinations, nodes and station locations.

5.1.1 Need and Planning

Community/key stakeholder issue:

In the community and stakeholder submissions, it was requested that the corridor should consider how technological/innovative solutions could minimise the impact of physical transport corridors on potential future adjoining communities.

With flight sharing businesses (e.g. UberAIR) expected to be operational by 2020, it was considered that rail infrastructure will not be needed.

Transport for NSW response:

Although it is likely that there will be significant changes in the way we travel over the next few decades, including those resulting from technological changes, a strategic passenger transport corridor connecting Western Sydney is critical to ensure communities are connected and residents have equitable access to jobs and services.

5.1.2 Meeting future transport demand

Community/key stakeholder issue:

There was support for the early identification and protection of the rail corridor to protect land for future transport infrastructure that will meet future demand, particularly in Bankstown, Liverpool and Badgerys Creek.

It was suggested that the South West Rail Link Extension corridor should be for a heavy suburban rail instead of a metro service, ensuring connectivity with the city and other key locations.

Requests were made for consideration of the approach of the North South Rail corridor travelling towards Macarthur Station.

Transport for NSW response:

Transport for NSW exhibited a suite of long term strategic transport corridors for Western Sydney. The protection of these corridors is being pursued as part of the planning for the future. The rezoning of the corridors for the North South Rail Line and South West Rail Link Extension protects land from major intensive and incompatible developments, and provides certainty for the community and land use planners as the surrounding area of Western Sydney is planned and grows. These corridors will provide for improved connectivity between the new residential suburbs in the North West Growth Area, South West Growth Area and employment areas in Western Sydney, including the Western Sydney Airport.

These corridors are suitable for different rail types based on need and demand. Decisions on the type of rail and station locations will be made as part of the future business case activities for the projects.

Technical design work has been undertaken in the vicinity of Macarthur Station to ensure that the land included in the corridor is sufficient to accommodate the North South Rail Line's approach to Macarthur Station.

5.1.3 Provision for future connectivity

Community/key stakeholder issue:

Comments by community and stakeholders suggested that a future rail line extension should be provided to connect to the Tallawong to St Marys Metro Line.

Further suggestions include the South West Rail Link Extension Corridor should continue to create a north-south loop to Schofields for more effective rail services in the greater Western Sydney region / or for the South West Rail Link Extension to connect to the North South Rail Line via a loop at Schofields.

Transport for NSW response:

The Western Sydney Rail Needs Scoping Study Outcomes Report included a preferred rail network for Western Sydney that extended the North South Rail Line to Schofields and also extended the Metro Northwest to Schofields. Transport for NSW has just commenced corridor investigations for these extensions. These extensions will continue to be investigated to examine connectivity between communities in the North West Growth Area and employment areas around the Western Sydney Aerotropolis, as well as connecting to the strategic centres of Rouse Hill and Norwest.

5.1.4 Services/connections to the Western Sydney Airport

Community/key stakeholder issue:

Comments were made that the passenger rail corridors will support economic and employment growth in the area and should be linked to the Western Sydney Airport. The corridor should be protected now and linked to the Western Sydney Airport, Western Sydney and the Western Sydney Aerotropolis, to service areas such as Wilton and other growth regions, with a rail connection along the T8 Airport and South Line.

The rail lines should be constructed now in time for the Western Sydney Airport opening in 2026 and the North South Rail Line and South West Rail Link Extension corridors should be operational from the Western Sydney Airport to St Marys (and more broadly).

Macarthur was referenced as becoming an economic/lifestyle hub for the greater Western Sydney region, due to its proximity to the Western Sydney Airport. Suggestions were made for connections to the Western Sydney Airport to further enhance growth in the area. These suggestions included:

- Building a train station at the Australian Botanic Garden Mount Annan, to promote tourism for domestic and international visitors, and better connectivity from the Western Sydney Airport to The Quarter, Schofields and Riverstone and, nearby business parks, which do not attract an airport tax.
- Connecting to the Sydney Metro Northwest at Tallawong, as it combines
 patronage to Western Sydney Airport and the greatest potential to shape
 the city and provide economic benefits.
- Extending the corridor to the Western Sydney Airport with a junction/transfer station will allow two rail lines to service different regions.
- Connecting Liverpool to the Western Sydney Airport via a rail link.

Questions were asked about whether transport services to the Western Sydney Airport and surrounds will be duplicated if the North South Rail Line is built in addition to rapid bus services from Liverpool, Penrith and Campbelltown.

Justification was requested for the expectation that residents in the south and east of Sydney will travel to the Western Sydney Airport via St Marys in the north.

Transport for NSW response:

It is estimated that the Western Sydney Airport will deliver up to 3,200 jobs during construction and around 9,000 airport jobs during operation over the next 20 years. The airport is expected to support around 28,000 jobs by 2031, which will grow to nearly 48,000 by 2041. This includes 5,600 jobs in manufacturing, 6,450 in retail and 5,600 in professional, scientific and technical services. At full operation, the airport is expected to create at least 60,000 jobs in logistics, trade, aerospace, defence, advanced manufacturing and tourism.

The first stage of the North South Rail Line is from St Marys to the Western Sydney Aerotropolis. The Commonwealth and NSW Governments are committed to this first stage being operational for the planned opening of the Western Sydney Airport in 2026. The delivery of the first stage of the North South Rail Line will provide vital connectivity to the airport and economic stimulus for the Western Parkland City. The North South Rail Line has the potential to extend from Schofields to Macarthur, interchanging with the T1 Western Line, T1 Richmond Line, T8 Airport and South Line, Metro Northwest, and a future potential T5 South West Rail Link Extension. In addition, Transport for NSW is commencing investigations for an 'East-West' Rail Link connecting Parramatta to both Western Sydney Airport and the Western Sydney Aerotropolis.

The North South Rail Line does not directly serve Liverpool, Penrith and Campbelltown, therefore high quality rapid bus services are still required for these areas, and these services will be complementary to the North South Rail Line.

The locations of individual train stations will be determined in the next stage of business case activities for the rail line, which will consider the benefits and constraints of each proposed location. Final decisions on station locations will be subject to community consultation.

5.2 Key theme: Benefits of the Exhibited Corridor

Comments were received outlining the potential benefits of the Exhibited Corridor, such as improved connectivity, increased growth and employment, reduced traffic congestion and other benefits.

5.2.1 Support for improved connectivity

Community/key stakeholder issue:

The following comments were raised supporting the proposed rail corridors:

- The integration of the North South Rail Line and South West Rail Link Extension
 will support the growing population of Western Sydney and connections between
 Oran Park and Macarthur, and enhance transport connectivity for the South West
 Growth Area.
- The North South Rail Line and South West Rail Link Extension are projects of transport planning significance for Western Sydney and the local government areas of Camden, Campbelltown and Wollondilly and their communities.
- Support for the proposed connection of the North South Rail Line to the T1 Western Line at St Marys.

Transport for NSW response:

Transport for NSW notes these views about the benefits of the North South Rail Line and South West Rail Link Extension corridors.

5.2.2 Local and regional growth and employment

Community/key stakeholder issue:

There was support for the North South Rail Line corridor to deliver infrastructure to benefit and jobs growth, including:

- Bringing benefits to the greater Western Sydney region.
- Supporting growth of the Western Economic Corridor, and to solidify Macarthur as the southern gateway to Sydney.
- Securing the greater Western Sydney region as an important economic and lifestyle hub.
- Helping to accelerate and amplify economic growth in the region. A rail link from St Marys to Marsden Park will provide greater accessibility to employment opportunities for communities in Marsden Park, Rouse Hill, Norwest and beyond.
- The North South Rail Line, through Penrith and St Marys, will significantly benefit the region, create employment opportunities and motivate people to migrate to the Western Sydney region.
- The North South Rail Line is vital infrastructure for population growth, specifically in terms of supporting existing education and employment investments. It will be one of the most heavily utilised rail lines in Australia, due to the residential expansion in the western suburbs.

Transport for NSW response:

Much of Western Sydney's future growth will be focused on Western Sydney's metropolitan cluster: the existing centres of greater Penrith, Liverpool and Campbelltown-Macarthur that will, in the longer term, connect to the Western Sydney Aerotropolis. The North South Rail Line forms the spine of the Greater Sydney Commission's Western Economic Corridor, providing a city-shaping corridor which is critical to meet the vision of a 30 minute city between the metropolitan cluster and supporting economic opportunities.

The North South Rail Line and South West Rail Link Extension corridors seek to protect land from major intensive redevelopment and provide certainty on the location of the rail line for land use planners and businesses as the surrounding area of Western Sydney is planned and grows. These corridors will provide for infrastructure to support improved connectivity between new residential suburbs in the North West Growth Area and South West Growth Area, and employment areas in Western Sydney, including the Western Sydney Airport.

Transport for NSW exhibited a suite of long term strategic transport corridors for Western Sydney. These corridors are being protected as part of the planning for the future. The Government has committed to integrated land use and infrastructure planning, ensuring that key population and service hubs are serviced by adequate infrastructure. Protection of key infrastructure corridors is important for providing future opportunities to serve key precincts.

5.2.3 Economic stimulus

Community/key stakeholder issue:

There was support for locating future rail stations within specific employment and growth areas including the following:

- A train station located at The Quarter, Werrington will stimulate investment in employment and deliver diversity in housing choice and amenity. It will attract people to live, learn and work in the area. It will also support the activation of the Western Sydney Aerotropolis, providing services to complement and foster growth of a burgeoning international city.
- The Werrington Project, together with the North South Rail Line and a new station, will result in certainty to support private sector investment.
- Construction of a train station at the Sydney Science Park will benefit residents, local business, and industry within the region.

Transport for NSW response:

Transport for NSW notes the support on the matters mentioned. The stations will provide stimulus for economic development within communities. The locations of stations will be analysed as part of the next stage of business case activities for the projects to ensure the benefits to the community and local economies can be maximised. All of the station locations identified during the community consultation process will be considered in the development of the future business cases for each project.

5.2.4 Improved local public transport service options

Community/key stakeholder issue:

There was support for the provision of passenger train services from Macarthur to St Marys, and from Leppington to North Bringelly, through the local government areas of Blacktown, Penrith, Liverpool, Camden and Campbelltown.

Transport for NSW response:

Transport for NSW notes the support for public transport services. Western Sydney is considered by the Greater Sydney Commission to be a 'city cluster' and the connectivity between the key centres is critical to ensuring the economic development of the region. The efficiency of these connections is key to meeting the vision of the '30-minute city', where more people will have public transport access to their closest metropolitan city or strategic centre within a 30 minute commute. This will enable efficient access to workplaces, services and community facilities.

5.2.5 Reduced traffic congestion

Community/key stakeholder issue:

Community and stakeholder support was given for the train lines with regard to reducing traffic congestion, increasing people's quality of life, boosting the economy and moving people from overpopulated areas.

Connecting the Western Sydney Airport to all major centres will reduce traffic congestion, including the suburbs of Leppington, Oran Park, Liverpool and Campbelltown.

Transport for NSW is working closely with the Department of Planning and Environment to enable new communities to be less reliant on the private car and have good access to frequent and reliable public transport.

5.2.6 Support for connection to the Western Sydney Airport

Community/key stakeholder issue:

Support was raised for the Government's commitment to build the North South Rail Line from St Marys to the Western Sydney Airport in time for the planned airport opening in 2026.

Transport for NSW response:

The delivery of the first stage of the North South Rail Line for the opening of Western Sydney Airport will provide vital connectivity to the airport and economic stimulus for the Western Sydney Aerotropolis.

5.2.7 General support for corridor preservation

Community/key stakeholder issue:

Comments raised by community and stakeholders were supportive for protecting land for future key infrastructure, which demonstrates effective forward planning. The Government is to be congratulated for taking the initiative for the early identification and zoning of future transport corridors.

Protecting the corridors will also assist planning authorities to avoid conflicts between new sensitive land uses, and the future rail infrastructure. Integrating mitigation measures into the design, where appropriate, will also help to avoid conflicting land use.

This is seen as critical infrastructure to achieve the vision of a '30 minute city' and an efficient freight network as part of the emerging Western Parkland City. It will create more local jobs, reduce congestion, increase regional investment and provide greater access to reliable passenger rail transport for communities. Earlier delivery of the rail line should be considered to provide Schofields with a rail interchange that links with some of the city's key centres and strengthens the '30 minute city' objective for land use planning.

Transport for NSW response:

NSW has a once in a generation opportunity to plan for the growth of Western Sydney. Within the next few years the Western Sydney Airport will become operational and the new Western Sydney Aerotropolis and Western Parkland City, will take shape. The Greater Sydney Commission and Department of Planning and Environment are working with local councils on the planned growth.

The strategic planning of future transport corridors is being undertaken in addition to work to upgrade existing transport infrastructure. The Commonwealth and State Governments have jointly funded the Western Sydney Infrastructure Plan to facilitate the development of the M12 Motorway linking the M7 Motorway to the new airport, and the upgrade of The Northern Road and other arterial connections across Western Sydney. In addition, as part of the Western Sydney City Deal, the Commonwealth and State Governments have announced funding for a business case process for North South Rail Line and a commitment to having the line operational for the opening of the airport in 2026.

The extension of North South Rail Line from St Marys to Schofields will further strengthen the transport and economic linkages across Western Sydney. Transport for NSW has commenced corridor investigations for this important link.

Early transport corridor preservation also allows for the development of adjacent land uses which are complementary to the transport infrastructure. The majority of the adjacent land to the North South Rail Line and South West Rail Link Extension corridors could be subject to rezoning which is yet to occur. This means that this land can be appropriately rezoned with respect to the planned infrastructure corridor.

These initiatives in addition to future initiatives such as the 'East-West' Rail Link between Parramatta and the Western Sydney Aerotropolis and a rapid bus corridor between Liverpool and the Western Sydney Aerotropolis, will be critical to achieving the vision of a '30-minute city'.

5.2.8 Corridor benefit limitations

Community/key stakeholder issue:

Concerns were raised that the corridor development will only benefit the Western Sydney University (Werrington Campus).

Transport for NSW response:

The corridor development would provide benefits beyond the Western Sydney University. The catchment of a potential station at the Western Sydney University's Werrington campus also includes the wider Penrith Health and Education Precinct. This precinct includes the University, TAFE and an opportunity for future mixed use development.

During community consultation on the North South Rail Line, there was were numerous suggestions to relocate North South Rail Line into the Outer Sydney Orbital corridor between Sydney Science Park and St Marys. This option would reduce the amount of land required at Orchard Hills and reduce project costs. However, the Outer Sydney Orbital is in the South Creek flood plain and would have limited opportunities for stations.

The tunnel under the Western Sydney University campus has been deferred pending future business case activities for North South Rail Line. The business case process will consider the economic and community benefits of different station locations against the capital and operational costs.

5.3 Key theme: Corridor identification process

Comments on the need for the corridor and the decision process leading to the selection of the preferred corridors. This includes comments on the prioritisation of land, demand for the corridor, the choice of transport mode, the political drivers and funding allocation(s).

5.3.1 Stations in town centres

Community/key stakeholder issue:

Comments were raised that a more inclusive rail network that supports historical villages and townships, such as Camden, should be a priority rather than one that supports Narellan. Planning around Narellan Town Centre should cease as it already experiences significant congestion and impacts the viability of smaller commercial areas like Camden. Rail resources should be shared across other areas with appealing visually amenity, and environmental and historical value.

Constraints on train station developments in established town centres, such as Oran Park and in the future at North Bringelly, should be considered in the corridor alignment decision making process.

Transport for NSW response:

The location of stations for the North South Rail Line and South West Rail Link Extension corridors will be determined during the business case stage of the projects. Stations need to be located in areas where there will be a high travel demand from either existing uses or future development. Transport for NSW is working closely with Department of Planning and Environment and local councils to ensure that current and future land uses around proposed stations are compatible with the long term vision for the region and will ensure sufficient passenger demand to support the rail line.

The stations at Narellan and Oran Park are likely to greatly reduce the congestion in and around the town centres. Transport for NSW will continue to work with the relevant government agencies to ensure the best outcomes for these town centres.

Transport for NSW is focussing on providing commuter car parking at Macarthur and Campbelltown stations to service the Camden community.

5.3.2 Green space

Community/key stakeholder issue:

It was suggested that the identity of Western Sydney's unique green attributes should be a priority in decision making.

Transport for NSW response:

The alignment for the corridors aims to minimise impacts on green attributes and properties, while ensuring the corridor will be fit-for-purpose for the anticipated future transport infrastructure. Transport for NSW will continue to work closely with the Department of Planning and Environment, the Office of Environment and Heritage and local councils to minimise the impacts of the corridors and their future infrastructure. This will include identifying appropriate conservation measures including biodiversity offsets where required.

The Greater Sydney Commission has a long-term vision for a 'Sydney Green Grid' that is a network of high quality green spaces that connect communities with the natural landscape. Transport for NSW is working with the Greater Sydney Commission and Department of Planning and Environment to support the Sydney Green Grid.

5.3.3 Government collaboration

Community/key stakeholder issue:

Community and Stakeholders requested suggested that all levels of government must work together to effectively preserve transport corridors, and that coordination between the Commonwealth Government and NSW Government departments is needed to ensure the future Western Sydney Aerotropolis, the Western Sydney Airport and the Western Sydney district evolves with efficient economic and social outcomes.

Transport for NSW response:

As part of the Western Sydney City Deal, Transport for NSW is working closely with all levels of government to get the best outcome for the Western Sydney Aerotropolis. It is recognised that the close integration of transport and land use planning will facilitate optimal economic and social outcomes for the Western Sydney Aerotropolis.

5.3.4 Corridor funding

Community/key stakeholder issue:

Comments were received by community and stakeholders about funding arrangements for future infrastructure within the corridors. It was raised that the majority of funding arrangements for future rail infrastructure are subject to further investigation and negotiation between the Commonwealth and NSW Governments. It is recommended that the corridor is included in the NSW Government's 'State Infrastructure Contribution' Levy for the South West Growth Area. There are concerns about corridor funding, with estimates for the North South Rail Line of \$15-20 billion (as at 2017) placing a large burden on the State and nation. Additionally, early property acquisition sterilises the local area for many years and is an early drain on government finances, long before the rail line is needed.

Transport for NSW response:

Transport for NSW is working closely with the Commonwealth Government, Department of Planning and Environment and the Greater Sydney Commission, as well as with local councils. The corridor will be established in accordance with the Western Sydney Corridors State Environmental Planning Policy and will be identified in updated council local environment plans, and Transport for NSW would be designated as the proponent and Acquisition Authority under the statutory framework. The Government has allocated funds to support land acquisitions requested by land owners. The infrastructure delivery in the corridor will be subject to a business case process that will seek funding from the Commonwealth and State Governments for construction. North South Rail Line forms the spine of the Greater Sydney Commission's Western Economic Corridor and is essential for the transformative economic development necessary to achieve the vision for Western Sydney. Without high quality passenger transport connections, the 30-minute city cannot be achieved and Western Sydney cannot fulfil its economic potential.

In July 2017 Infrastructure Australia issued a research paper entitled Corridor Protection: planning and investing for the long term (Infrastructure Australia report). This paper was a call to action for the Commonwealth and State Governments to invest in corridor protection in order to reduce future financial and social costs. The paper tested alternative scenarios of corridor planning and early acquisition of land and identified significant cost savings if governments invested early in corridor protection. North South Rail Line was one of the corridors considered in the Infrastructure Australia report.

Transport for NSW understands the community concerns regarding the ongoing management of land rezoned for corridor development. Those owners who wish to remain on their land will be able to use their land productively until it is required. Where the land is acquired ahead of the delivery of the infrastructure it will be proactively managed and maintained.

5.3.5 Alternative investment suggestions

Community/key stakeholder issue:

Community and stakeholders submission suggested there should be a focus on the expansion of employment / population growth in regional NSW towns, rather than creating new rail, light rail, motorways and highways in areas of Sydney that are already congested. This will be far cheaper, more efficient and more equitable for NSW citizens.

Further suggestions included that the financial benefit of extending the rail to Marsden Park will derive greater development potential compared to Schofields. Schofields has a heavy rail link and limited road connectivity, whereas Marsden Park, in addition to the development generated traffic, is located on Richmond Road, the main arterial servicing the extensive and dense residential areas to the north and extending in catchment to Hawkesbury Shire.

Questions were raised about who will use the rail line if the commute is longer than half an hour, as it will be quicker to drive.

Transport for NSW response:

The corridors for the North South Rail Line and South West Rail Link Extension are designed to support the growth of Western Sydney. There are other transport projects identified in Future Transport 2056 that will support regional development and connectivity between Sydney and the regions.

The North South Rail Line will be extended northwards from St Marys to Schofields via Marsden Park. Schofields has been chosen as it allows passengers to interchange from North South Rail Line to the T1 Richmond Line and an extended Sydney Metro Northwest. If the North South Rail Line only extended as far as Marsden Park there would be no connection between Western Sydney, Rouse Hill and Norwest.

Customers will always make travel choices based on their origin and destination and the time taken for the journey. The business case process for the projects will include modelling that will consider the trade-off between faster journey times and fewer stations, and slower journey times and more stations.

5.3.6 Alignment with existing projects

Community/key stakeholder issue:

Community and stakeholders stated that it is opportune and timely for Transport for NSW to take into account initial earthworks and road connections/bridges for the proposed rail corridor during the current South West Creek precinct planning phase.

Transport for NSW response:

Transport for NSW is currently commencing business case activities for the full length of the project from Schofields to Macarthur. During this process the staging of the rail line will be considered, including the benefits of undertaking any enabling works early.

5.3.7 Corridor alignment changes

Community/key stakeholder issue:

An explanation was requested for the change to the rail alignment entering the Western Sydney Airport, which features only one combined terminal and a number of sharp turns to gain the required trajectory for the line to St Marys.

Transport for NSW response:

Through Western Sydney Airport, the rail line runs between the two runways. The alignment of the runways necessitates curves at either end of the airport. The curves shown are within requirements for the rail infrastructure.

5.3.8 Public transport considerations

Community/key stakeholder issue:

Comments were raised that the rail line must provide heavy rail and not just metro services, to transport more passengers and provide greater seating capacity. Metro style trains are considered only good for high frequency/high density short distance trips.

It was also raised that planning should include large 'park and ride' facilities at train stations as well as public transport interchange facilities.

It was suggested that public transport should be accessible within 400 metres of residential homes, which departs every 15 minutes, and requires one ticket for passengers travelling between destinations.

Transport for NSW response:

The City Deal commits to the first stage of a North-South rail connection linking the Aerotropolis and Western Sydney Airport with the broader Sydney rail network to the north of the airport, and key growth areas in between. The railway servicing the new Western Sydney Airport will be developed and delivered by Sydney Metro, with the project known as Sydney Metro Western Sydney Airport.

This provides a high frequency and high capacity service. The total length of the line from Schofields to Macarthur is less than the combined length of Sydney Metro Northwest and Sydney Metro City and Southwest. The length of North South Rail Line is comparable with other metro services around the world. It is expected that few passengers would be travelling the full length of the service, especially as Western Sydney Airport would be close to the mid-point of the line.

Currently Sydney Metro trains contain a mix of seating and standing areas, as well as multi-purpose areas for prams and luggage. The seating layout also includes wide aisles to make it easier for customers to get in and out of seats, and in and out of trains, which is further facilitated by the provision of three doors on each side of each carriage. The type of service provided for Sydney Metro Western Sydney Airport will be further explored as part of the business case activities.

During the business case process, Transport for NSW will develop plans for both bus interchanges and 'park and ride' facilities. As part of the process, Transport for NSW will also identify which stations will have these facilities.

The business case process and detailed design that will be developed for the projects will also address train timetables and ticketing requirements.

5.3.9 Considerations for Marsden Strategic Centre

Community/key stakeholder issue:

Community and stakeholders raised the issue of a critical and central issue for the commencement of the rezoning and master planning for the Marsden Park Strategic Centre, is the establishment of the vertical and horizontal location of the rail station. It was suggested that planning for the station location needs to consider the corridor's orientation either side of the station.

It was also raised that the rezoning process, which is long overdue to respond to the market and community's needs, will establish a defined node on the corridor.

Transport for NSW response:

Transport for NSW has commenced corridor investigations for the North South Rail Line between St Marys and Schofields, which will include further corridor development at Marsden Park. Transport for NSW will work closely with both Department of Planning and Environment and Blacktown Council to support any future rezoning.

5.3.10 High density development strategy

Community/key stakeholder issue:

Community and stakeholders suggested that a strategy to address higher density development in key centres is needed before the rail line is constructed. A strategy is also required to determine the appropriate rate of development, and to mitigate any temporary or permanent adverse urban planning outcomes.

Transport for NSW response:

Transport for NSW is working closely with the Greater Sydney Commission and the Department of Planning and Environment to determine appropriate densities at key centres. Transport for NSW supports higher densities within a walking catchment of station locations to promote public transport use.

5.4 Key theme: 2015 consultation

Comments and questions on the effectiveness of the consultation process undertaken during 2015.

5.4.1 Alignment changes since 2015

Community/key stakeholder issue:

Comments were raised regarding the 2018 North South Rail Line and South West Rail Link Extension corridors having changed from what was proposed in 2015, without any explanation or a lack of consultation with impacted property owners. This is despite the original alignment affecting 25 properties compared to the new alignment now impacting 31 properties. There were concerns that submissions made by residents in response to the South West Rail Link Extension in 2015 appeared to be successful because properties were spared, resulting in new properties impacted by the 2018 corridor alignment proposal.

Similarly, it was submitted that the slight shift in alignment will cause twice as many landowners to lose their homes, which does not accord with the NSW Government's assurances to minimise impacts on existing properties. The corridor selection process has been grossly unfair and misleading, particularly for those who have purchased properties. The justifications provided by Transport for NSW in community information sessions for the change in alignment were considered to be trivial.

It was requested that Transport for NSW revisit the submissions received in 2015 for issues raised about the North South Rail Line and South West Rail Link Extension corridors.

Transport for NSW response:

After the 2015 consultation there was a comprehensive process of considering alternative options in response to submitters concerns and an evaluation of the impacts. This resulted in an alignment that shared property impacts between Allenby Road and Masterfield Street. Some of those who submitted on the 2015 exhibition did not submit on the 2018 exhibition as they considered that their 2015 submission had been addressed by the 2018 Exhibited Corridor.

Following the 2018 exhibition, the project team analysed both the new submissions and the post-2015 analysis. A number of alternative options were considered and these are outlined in the draft Strategic Environmental Assessment.

As a result of these submissions the corridor has been amended to reduce property impacts.

The changes include:

- Localised narrowing and refinement to the South West Rail Link Extension.
- Straightening of the North South Rail Line corridor in Orchard Hills between Lansdowne Road and Patons Lane to reduce property impacts.

5.4.2 Lack of consultation and transparency from 2014/15 consultation

Community/key stakeholder issue:

Concerns were raised that the consultation process has lacked transparency. Throughout the community consultation activity since 2014, a rail line has never been identified nor proposed. Community and stakeholders requested that the proposed corridor, particularly in the area affecting Orchard Hills, be amended to travel adjacent to the Outer Sydney Orbital corridor, as per the community consultation and proposals outlined by Transport for NSW since 2014.

It was also raised that Transport for NSW has not consulted with residents in McCann Road, Rossmore, in the past three years about the rail corridor because the scoping study identified that 'the South West Link delivers limited benefits in the long term'.

Transport for NSW response:

As a result of the community concern at Orchard Hills, Transport for NSW has deferred the rezoning of this land pending the undertaking of the business case process. The business case process will consider a range of options, including co-locating the North South Rail Line in the Outer Sydney Orbital corridor.

In between the 2015 and 2018 consultation on the South West Rail Link Extension, Transport for NSW has undertaken the Western Sydney Rail Needs Scoping Study Outcomes Report. This has been used to determine the preferred rail network for Western Sydney. The South West Rail Link Extension forms part of the preferred network by extending the South West Rail Link from Leppington to the Western Sydney Aerotropolis. The recommendations from the Western Sydney Rail Needs Scoping Study Outcomes Report include:

"In the longer term, the South West Link would support the growth of Greater Sydney's southwest. This Link would become economically viable after the North-South Link and East-West Link are developed and as the population in the southwest grows. While the South West Link could provide a direct connection to Western Sydney Airport, the Scoping Study's analysis determined that this option is the least beneficial link to the airport. The South West Link is most viable as a terminating service providing an interchange for airport passengers at Badgerys Creek Aerotropolis."

5.4.3 Consultation response in 2015

Community/key stakeholder issue:

Community and stakeholders raised concerns that the 2015 community consultation process was not comprehensive, with only 900 residents out of a population of more than 50,000 residents in the Western Sydney Parkland City region providing feedback.

Transport for NSW response:

Transport for NSW advertised the 2015 consultation process through various media. Information about the consultation process was widely available to residents and other stakeholders in and around the study area.

In mid-2015, Transport for NSW undertook consultation on both the South West Rail Link Extension (which then included sections of the North South Rail Line)

and a study area for the Outer Sydney Orbital corridor. Details of the feedback from the 2015 consultation can be found in Chapter 5 of the draft Strategic Environmental Assessment available at the Transport for NSW website.

5.4.4 Consultation fairness in 2015

Community/key stakeholder issue:

Concerns were raised that the stakeholder reference group had more business and industry representation than residential / community representation.

It was also raised that stakeholders with financial interests had the greatest involvement and influence in the South West Rail Link Extension corridor consultation process conducted in 2014.

The integrity, fairness and equity of the process was called into question, when most residents were not made aware until June 2015 that a train preservation corridor will be located metres away from homes.

Transport for NSW response:

While it is often appropriate during corridor identification processes to meet with community members and different stakeholders, larger institutional stakeholders were not privileged by early or additional information, nor were their preferences given extra weight.

The corridors have been under investigation for a number of years with some parts of the South West Rail Link Extension corridor being exhibited three times since 2014. After each of these consultations the community feedback has been reviewed and amendments made to the corridor alignment.

5.5 Key theme: 2018 consultation

Comments and questions on the effectiveness of the consultation process undertaken between March and June 2018.

5.5.1 Lack of consultation and transparency

Community/key stakeholder issue:

Concerns were raised regarding the consultation process including:

- Lack of information provided to the community.
- The drop-in sessions were ineffective, that residents were not officially informed of consultation dates/times.
- Consultation timeframes were too short, and there was insufficient notice prior to the 26 March 2018 announcement.

Of the 13 drop-in sessions to discuss corridor preservation, no sessions were scheduled within the Wollondilly Local Government Area, leaving many Macarthur communities inadequately consulted.

The 2018 consultation process was one of the largest consultation processes ever conducted for a transport project in NSW. As outlined in **Section 4** of this report, extensive efforts were made to publicise the consultation process and to understand the community's views about the Exhibited Corridor and draft Strategic Environmental Assessment.

The draft Strategic Environmental Assessment was widely distributed and documented the process of how the Exhibited Corridor had been developed in a way that reflected a wide range of environmental, social, and engineering factors. While a lengthy and sometimes technical document, it was written to be understandable for the general public.

Several consultation methods were used, including drop-in sessions, public release and distribution of information and the draft Strategic Environment Assessment, group and face to face meetings and briefings. This was to ensure that the public was effectively consulted with and had a variety of means in which to engage with the project team. While some larger institutional stakeholders were met with directly, all affected property owners were also offered the opportunity to express their views in individual face-to-face meetings. Local councils and residents groups were met with on many occasions.

The consultation was advertised widely through the media consistent with other projects. The consultation period was initially open from 26 March 2018 until 1 June 2018 but submissions continued to be accepted until 21 June 2018.

However, Transport for NSW will continue to assess how improvements can be made when consulting on future projects.

5.5.2 Assurances on property impacts

Community/key stakeholder issue:

Comments were raised that community members were not informed that the corridor was either close to or directly impacting certain properties. Prospective property buyers sought clarity from Transport for NSW prior to building new homes, via phone calls and participation in the consultation process, however assurances were given on numerous occasions that there were no impacts to properties that have subsequently been identified as impacted.

Transport for NSW response:

During the corridor investigation processes there are multiple options that are considered and ongoing amendment and refinement are required. As a result of this, there will be instances when previously unaffected properties are impacted as a result of amendments to reduce overall impacts. Transport for NSW is working with all affected stakeholders to ensure that impacts are minimised and managed where possible.

5.5.3 Quality of consultation activities

Community/key stakeholder issue:

It was suggested that community consultation should have included informed and open dialogue to discuss all of the issues. Transport for NSW was unable to answer any specific questions, were unprepared for the questions when asked for details at meetings/information sessions, and the consultation lacked transparency.

Transport for NSW response:

Consultation was sought before all details were confirmed and 'locked in', Transport for NSW's consultation materials and conduct of the consultation process was designed to provide accurate and equitable access to information. The intention of the process was to solicit well-informed feedback that would be as useful as possible in corridor identification and refinement.

Materials were designed to be understandable by the general public and consultation staff was trained to be able to respond to common queries and to seek advice on matters where their knowledge was limited.

Transport for NSW acknowledges the feedback and is always seeking to improve consultation processes where possible.

5.5.4 Additional consultation

Community/key stakeholder issue:

There were calls for long term, integrated strategic infrastructure planning projects to require genuine community consultation and stakeholder engagement if they are to be successful. The government is urged to adopt a more comprehensive consultation process with the local communities along the corridor.

Transport for NSW should undertake a further review of the corridors and further exhibit a number of options, over an extended period, for review and comment by all stakeholders and the community.

Campbelltown Council advised that they will welcome the opportunity to engage further in collaboration with the Macarthur community, to discuss the issues, and assist in resolving the concerns associated with the corridors.

Transport for NSW response:

As the planning for the infrastructure progresses, Transport for NSW will undertake ongoing, long term consultation in regards to the North South Rail Line and South West Rail Link Extension corridors. It is acknowledged that the community would have liked further information and consultation about the project, the options considered and the criteria used to determine the recommended option. The final Strategic Environmental Assessment and this Submissions Report provides more information to the community.

Transport for NSW is undertaking investigations into additional future corridors and will aim to build on the lessons from the 2018 consultation to provide more transparency on corridor assessment and selection process to the community. This will include working through issues with key stakeholders, including local councils, businesses and communities in a collaborative way.

5.5.5 Insufficient information

Community/key stakeholder issue:

Community and stakeholders raised awareness in their submissions that insufficient information was made available to the public. This included concerns that detailed maps of the corridors were not provided on the webpage or in newspapers to provide more detailed knowledge of the proposal, and that people don't have time to seek out information. Important facts, together with clear maps, should be distributed to all residents, property owners and businesses in the corridors. Public displays of detailed maps and relevant documentation should have been provided to the community during the consultation period.

References were made to a map provided by a local member of parliament showing a tunnel location, which was different to information presented in corridor documentation made available by Transport for NSW.

The consultation maps provided for the underground component of the corridor from Oran Park to Macarthur were provided at a scale of 1:65,000, making it very difficult to clearly identify streets and impacted properties.

Comments were also received that the document: 'Passenger rail corridor identification, March 2018' only provided minimal information about the proposal to affected residents.

Transport for NSW response:

The Transport for NSW website had detailed property maps showing the impact on individual properties. These were also available to view at the drop-in sessions. Impacted owners received individual plans of their property with the impacts of the corridor shown.

In regards to tunnel locations, geotechnical investigations have not yet been completed for the tunnelled sections, and as such the exact locations of the tunnels have not yet been established. In the future, there will be a separate consultation process on the tunnels and their locations.

The corridor identification and protection component only seeks to define and protect the land required for the infrastructure. This enables the land to be rezoned and protected. There will be further consultation closer to the delivery of the project that will provide information on the design and project mitigations and seek feedback from the community.

5.5.6 Interactive map

Community/key stakeholder issue:

Concerns were raised that the interactive online Corridor Projects map allowed those that were not directly impacted by the corridors to promote their own planning and financial objectives and influence the futures of communities and families in Narellan.

The purpose of the interactive map was to enable a wide range of views to be expressed. The interactive map is used to identify issues, not as a voting tool. When Transport for NSW reviewed submissions the requests made are weighed up against the integrity of the corridor.

5.6 Key theme: Future staging of Exhibited Corridor infrastructure

Comments were received regarding the consistency of the application of the selection criteria for future stages of the corridor (e.g. avoiding National Parks), and comments on the efficiency of the proposed connections to future stages from stage one.

5.6.1 Uncertainty of the timing for the corridor

Community/key stakeholder issue:

It was claimed that master planning for integrated, effective and efficient transport infrastructure, including the South West Rail Link Extension corridor, should have occurred over a decade ago. Greater clarity and certainty is required on the timing for development of the corridors.

Failure to protect the corridors and a lack of action could result in substantially increased delivery costs at the expense of taxpayers, with risks of certain areas being built out and further delays.

Transport for NSW response:

These corridors are being protected as part of the long term planning for the future, even though infrastructure in these corridors may not be required for many years or several decades. While existing road and rail infrastructure are currently being upgraded, congestion is expected to reach a level where new infrastructure will be required. If the corridors are not protected now, the delivery of future major transport infrastructure may not be possible, or at least would involve major social and economic disruption following the development of Western Sydney. Already there is rapid development in Western Sydney that has resulted in some corridor options no longer being feasible.

Corridor protection ensures land is protected from intensive redevelopment and provides certainty for the community and land use planners as the surrounding area of Western Sydney grows. Corridor protection makes the best use of public resources to deliver future transport infrastructure, while also allowing government to plan for the most appropriate land uses around identified transport corridors.

5.6.2 Timing for the rail line extension to Tallawong

Community/key stakeholder issue:

Confirmation was requested about when the potential extension of the rail line connecting St Marys to the Sydney Metro Northwest at Tallawong will occur.

It was requested that the northern section of the North South Rail Line, from the Western Sydney Aerotropolis and Western Sydney Airport, to St Marys and Schofields, should be prioritised. This will enhance rail connectivity to the Western Sydney Airport, Norwest, Macquarie Park, Chatswood and North Sydney. The northern section of the North South Rail Line will increase rail connectivity from Western Sydney to Greater Parramatta, and the CBD, by providing connections to the existing rail network.

Transport for NSW response:

The North South Rail Line is a connection from Macarthur to Schofields via Western Sydney Airport and St Marys to provide both north-south connectivity and a connection between Western Sydney Airport and the existing rail network. The recent consultation only covered St Marys to Macarthur. The section between St Marys and Schofields is currently under investigation. The Western Sydney Rail Needs Scoping Study Outcomes Report resulted in a preferred network that included extending Metro Northwest to Schofields to meet interchange with both North South Rail Line and the T1 Richmond Line.

The Western Sydney Rail Needs Scoping Study Outcomes Report identified the extensions of the North South Rail Line to Schofields, and Metro North West to Schofields, as the likely next stage of rail development. Transport for NSW is currently undertaking further work to determine the staging and timing of the full rail lines from Tallawong to Macarthur.

5.6.3 Land use

Community/key stakeholder issue:

Future land use development concerns were raised, including:

- Upgrading Jersey Road to a four-lane carriageway (an extension of Oran Park
 Drive intersecting with Bringelly Road, north of the proposed Western Sydney
 Aerotropolis at North Bringelly) will result in lands to the east being inaccessible
 and unable to be developed.
- The proposed corridor will create isolated pockets of land along the eastern and south eastern boundaries, reducing their development potential.

Transport for NSW response:

The rezoning of the passenger rail corridors will not result in severance of land parcels. Over time alternative access arrangements will be provided to affected properties. This may be in the form of an underpass or overbridge, otherwise alternative access may be provided by new roads identified in the land use rezoning process.

5.6.4 Construction of the corridor

Community/key stakeholder issue:

Community and stakeholders raised the issue of the construction of the rail infrastructure should occur as soon as possible and requests for information about when the final passenger rail corridors will be announced.

It was suggested that the North South Rail Line should be operational by the time the Western Sydney Airport opens and completed during stage one, to provide all Sydney residents with access.

Transport for NSW response:

The Commonwealth and NSW Governments have committed \$100M to future business case activities for the North South Rail Line, and have also committed to having the first stage of the rail line from St Marys to the Western Sydney Airport open for the airport opening in 2026. This will mean that the passenger rail infrastructure will be in place prior to much of the development in the South West Growth Area, which will enable transit oriented development to be implemented.

6.0 Issue: Alternative Options

This section relates to comments about alternative alignments to minimise environmental and property impacts. Suggestions to upgrade/improve existing infrastructure and public transport instead of the planned corridor and to tunnel the corridor instead of a ground surface corridor.

6.1 Key theme: Alternative alignments

Suggestions received by community and stakeholders for alternative corridor alignments to avoid impacts on the environment and/or properties.

6.1.1 Alternative rail configurations

Community/key stakeholder issue:

Suggestions were made for alternative alignments, including:

- Preserving the corridor for transit between the Western Sydney Airport and the Main Western Line at Parramatta, or Blacktown for better connectivity and efficiency. Or similarly, a fast and direct link to Parramatta as outlined in the Future Transport Strategy 2056 document.
- Converting the Carlingford Line to a metro service and linking it to Epping, Chatswood and North Sydney, to provide direct access to the Western Sydney Airport and an alternative to the Main Western Line.
- Providing suburban and metro rail in the one corridor, with driverless metro train services extended from Bankstown, Liverpool, Western Sydney Airport, St Marys and Rouse Hill. This would allow for a future extension and integration from Westmead, as well as a rail loop from the Main Western Line at St Marys, Western Sydney Airport, Leppington, and Narellan/Macarthur Rail connection to Penrith rather than St Marys.

Further suggestions include the rail network should be constructed and extended to cater for future development. In particular, the following rail lines should be extended:

- The metro from Bankstown to Liverpool with the aim to improve south west Sydney transport options and decrease city commute times.
- The rail link from Leppington to the Western Sydney Airport and from St Marys to the Western Sydney Airport to reduce travel costs.
- The link to Macarthur with driverless trains.
- The line west of Penrith Station for increased passenger rail capacity on the Main West Line west of St Marys and provide efficient rail services between Penrith, Parramatta and Central (Sydney), including services to The Quarter. Submitters raised concerns that if the corridor is not extended past Penrith, the benefits for passenger rail services may only be realised east of St Marys Station.
- Integrating the corridors with the South West Growth Area (SWGA).
- Continuing the T2 South Line to Campbelltown and/or Macarthur.
- Connecting Narellan to Macarthur Square, Australian Botanic Garden Mount Annan, Narellan Town Centre, Harrington Park/Grove, Oran Park, Leppington and the Western Sydney Airport.

There was a suggestion for a rail line to connect Melbourne, Canberra, Sydney and Brisbane to reduce passenger demand at Sydney Kingsford Smith Airport.

It was mentioned that the final alignment needs to be carefully considered to balance the infrastructure needs of Greater Sydney with local environmental, economic and social costs.

Transport for NSW response:

The corridors proposed for Western Sydney are as a result of the Future Transport Strategy 2056 and the preferred network from the Western Sydney Rail Needs Scoping Study Outcomes Report.

The South West Rail Link Extension corridor is proposed to create a direct line from the Western Sydney Aerotropolis to Leppington train station. At the Western Sydney Aerotropolis, the South West Rail Link Extension would interchange with both North South Rail Line and a future East-West Rail Link.

The East-West Rail Link is planned to be a strategic route connecting Greater Parramatta with the Western Sydney Aerotropolis via Western Sydney Airport. Effectively, this would be an extension of Sydney Metro West and provide a connection between the 'Three Cities' as identified in the Greater Sydney Region Plan. Transport for NSW has funding for protecting the corridor for this rail link and is just commencing investigations.

Transport for NSW is undertaking a business case which will examine the projects identified above and make recommendation on the staging and timing of the projects.

Other current projects that respond to stakeholder issues are:

- Carlingford Line The NSW Government has committed to a preferred light rail network for Parramatta. Stage 1 will connect Westmead to Parramatta and Carlingford via Camellia converting part of the existing Carlingford line corridor. The Parramatta Light Rail will be over 20 kilometres long, connecting residential, employment, cultural and education precincts. It is anticipated that construction of Stage 1 will commence in late 2018 and be open in 2023.
- In October 2017, the NSW Government announced the preferred route for Stage 2 of the Parramatta Light Rail, which will connect to Stage 1 and run north of the Parramatta River through the suburbs of Ermington, Melrose Park and Wentworth Point to Sydney Olympic Park along a 9 kilometre route. Stage 2 will connect to the future Sydney Metro West underground stations, heavy rail in Parramatta and Olympic Park and ferry services at Rydalmere and Olympic Park.
- An extension of the Sydney Metro from Bankstown to Liverpool is a visionary initiative in Future Transport 2056 and will be subject to separate investigations.
- Fifteenth Avenue has been identified as a transit corridor between Liverpool and the Western Sydney Aerotropolis. Transport for NSW is working closely with Liverpool City Council and Department of Planning and Environment to develop this corridor.
- Transport for NSW has commenced investigations into the quadruplication of the Main Western Rail Line between Penrith and St Marys. This work is part of the Sydney Trains network and is independent from and complementary to the North South Rail Line.

Transport for NSW is undertaking several projects aimed at improving transport options for passengers, however a rail link connecting cities in separate states is out of the scope of the current corridor projects being undertaken.

The final alignment will be carefully considered to balance the infrastructure needs of Greater Sydney with environmental, economic and social costs and benefits. The business cases to be developed for each of the components of the project will weigh up these considerations in detail.

6.1.2 Suggestions for East-West Rail Link

Community/key stakeholder issue:

Suggestions were made by community and stakeholders about possible changes to the East-West Rail Link alignment that included:

- Connecting the corridor with the East-West Rail Link at the eastern fringe of the Western Sydney Airport to allow for greater travel destination options.
- Meet the East-West Rail Link at the eastern entry of the Western Sydney Airport
 to create a loop. The North South Rail Line should also be separated from the
 South West Rail Link Extension at the East-West Rail Link to better service the
 Western Sydney Aerotropolis and future residential growth to the west.

Transport for NSW is commencing investigations for the East-West Rail Link which will connect Parramatta to the Western Sydney Aerotropolis via Western Sydney Airport. East-West Rail Link will share the North South Rail Line corridor through Western Sydney Airport to the Western Sydney Aerotropolis where it will interchange with South West Rail Link Extension. The East-West Rail Link and South West Rail Link Extension are separate projects performing different functions.

6.1.3 Alternative alignments for South West Rail Link Extension

Community/key stakeholder issue:

Comments by community and stakeholders stated suggested changes to the alignment of the South West Rail Link Extension corridor which included:

- Straighten the rail line curves near McCann Road in Rossmore by moving the corridor by less than one degree from the stabling yards to retain the buildings and homestead, as well as the neighbouring property on Allenby Road.
- Locate the corridor on one side of McCann Road in Rossmore to retain property access and existing roads, electricity, water, and phone infrastructure.
- Not to include a bridge or tunnel at McCann or Polo Roads.
- Co-locate the Western Sydney Freight Line and South West Rail Link Extension corridors.
- The rail line should be moved to decrease the impact on housing. The South West Rail Link Extension should be moved to the Outer Sydney Orbital corridor to ensure it is a minimum of 600 metres away from properties.
- Reconfigure Glenfield Junction to allow for trains to travel from Campbelltown to the Western Sydney Aerotropolis.

Transport for NSW response:

The proposed corridor for the South West Rail Link Extension has been subject to consultation in both 2015 and 2018. After the 2015 consultation there was a comprehensive process of considering alternative options in response to concerns raised and re-evaluating the impacts. This resulted in an alignment that shared property impacts in Rossmore between Allenby Road and Masterfield Street, Rossmore. Some of those who made a submission on the 2015 exhibition period did not make a submission during the 2018 exhibition as they considered that their 2015 submission had been addressed by the 2018 exhibited corridor.

Following the 2018 exhibition, the project team analysed both the new submissions and the post-2015 submissions analysis. A number of alternative options were considered and these are outlined in Chapter 5 of the Strategic Environmental Assessment. As a result of these submissions the corridor has been amended to include a localised narrowing of the corridor to reduce property impacts.

The Western Sydney Freight Line and South West Rail Link have different objectives and co-location would not enable these objectives to be met. The Western Sydney Freight Line carries freight trains through predominantly industrial areas. The South West Rail Link Extension corridor passes through future residential areas and will provide opportunities for local stations and residential development.

6.1.4 Alternative alignments for North South Rail Line

Community/key stakeholder issue:

Community and stakeholder submissions, suggested changes to the alignment of the North South Rail Line corridor which included:

- Connecting the North South Rail Line to Penrith to the west and to St Marys in the east, to enhance connectivity.
- Realigning the southern end of North South Rail Line to Menangle Park, not directly to Macarthur station.
- Realigning North South Rail Line through the Macarthur Growth Area to service the new development.
- Connecting the North South Rail Line to the Richmond Line at Schofields/ Riverstone, to provide residents in the north west a direct service to the Western Sydney Airport and south west Sydney suburbs.
- Moving the rail line alongside the Outer Sydney Orbital corridor, to protect the rural amenities of Orchard Hills.
- Connecting St Marys Station to Lansdowne Road, with an extension from Werrington directly to Patons Lane.
- Follow the Outer Sydney Orbital corridor alignment, further east onto Luddenham Road, to facilitate optimal planning and urban design.
- Moving the corridor to the east to run adjacent Mamre Road (in existing industrial areas and transport corridors) to avoid impacts in Orchard Hills.
- Relocate the alignment located further north within the Boyuan Holdings Limited (BHL) land (Cosgroves Creek) boundary.
- Reducing impacts on properties south of Western Sydney Airport by realigning the corridor to go through more vacant land. This could include:
 - Relocating the corridor to run parallel to Badgerys Creek Road (further than where it is proposed), and head towards the creek boundary of Western Sydney Airport.
- Enter the Western Sydney Airport creek boundary at the same point, with a straight alignment to North Bringelly.
- Use more of the airport/Air Force land, including incorporation of a rail interchange in the area.
- Travel alongside the Outer Sydney Orbital corridor from Oran Park to Narellan to minimise disruption to residents and amenities in Harrington Park and Narellan.
- Diverting the corridor to avoid new housing in Macarthur Heights.

Between St Marys and Western Sydney Airport

As a result of the community concern at Orchard Hills, Transport for NSW has realigned the section between the M4 Motorway and Patons Lane, Orchard Hills pending future business case activities. The business case process will consider a range of options, including co-locating the North South Rail Line in the Outer Sydney Orbital corridor.

Transport for NSW considered a Y-link to Penrith during the Western Sydney Rail Needs Scoping Study Outcomes Report. A Y-link would significantly alter the operational outcomes of the North South Rail Line and the potential to link to Schofields and the residential and employment areas of North West Sydney.

Consideration was given to the proposal to bring the corridor further west to go through the Boyuan Holdings Limited site, however, this was found not to be feasible with the rail geometry within the airport site.

Between the Western Sydney Airport and North Bringelly

Consideration was given to the submissions relating to the impacts on established homes in the vicinity of Derwent and Badgerys Creek Roads. The position of the runways within the Western Sydney Airport precinct defines the location and bearing of North South Rail Line exiting the airport site Following the consultation, a number of alternative alignments were considered to minimise impacts on residential properties on Derwent and Badgerys Creek roads. None of the alternative alignments considered provided an overall reduction in impact to residential properties, instead different properties were impacted.

The limitations on both the exit from the airport and the curvature of the rail line meant that there were not many options that could substantially increase the length of corridor in the former Air Force land.

The options considered are outlined in Chapter 5 of the final Strategic Environmental Assessment.

Between Oran Park and Macarthur

The Government has committed to a rail tunnel south of Oran Park to both stations at Narellan and Macarthur. The tunnel will be deep and have minimal surface impacts. The small section of corridor at Macarthur has been minimised to use land adjacent to the rail corridor.

The Western Sydney Rail Needs Scoping Study Outcomes Report committed to reviewing the loop to Menangle Park during the business case process for the North South Rail Line.

6.1.5 Further clarification/investigation

Community/key stakeholder issue:

Community and stakeholder submissions suggested that Transport for NSW should conduct a further review of issues in Campbelltown and Camden with regard to the certainty and timing of development, as well as alignment and design issues.

Transport for NSW notes the issues raised about Campbelltown and Camden. Transport for NSW is committed to working with all Councils, as well as the Department of Planning and Environment, and the Greater Sydney Commission to align land use and transport planning and identify ways to minimise impacts on areas such as Campbelltown and Camden.

6.1.6 Minimise impacts by a tunnel

Community/key stakeholder issue:

To minimise noise impacts on property, it was suggested that noise barriers along the rail corridor be installed, and for this to run alongside the Outer Sydney Orbital from St Marys to Schofields, as this will be cheaper than tunnelling.

Transport for NSW response:

Transport for NSW has commenced the corridor investigations for the section of North South Rail Line from St Marys to Schofields. A surface corridor with appropriate noise mitigation would be preferable as it will be more cost effective and likely to be delivered earlier than a more expensive tunnelled option.

6.1.7 Project timing

Community/key stakeholder issue:

It was suggested that the South West Rail Link Extension should be extended at the same time as the North South Rail Line from St Marys to the Western Sydney Airport to spread the load of passengers on the train network, rather than overburdening the T1Western Line.

Transport for NSW response:

The Commonwealth and NSW Governments have committed to the delivery of the first stage of North South Rail Line for 2026. As yet, there is no commitment to the timing for the South West Rail Link Extension. The rezoning of the corridor for the South West Rail Link Extension is an important first step in ensuring that the land is available when a decision is made to progress with the project.

6.1.8 Integration with proposed developments

Community/key stakeholder issue:

Community and stakeholder submissions suggested that:

- Further detailed master planning should be undertaken to ensure that tunnelling integrates with The Quarter and St Marys Town Centre to improve access to jobs, education, health and other services.
- Transport for NSW and relevant agencies should plan for a rail/road crossing adjacent to the Sydney Science Park site.

Transport for NSW response:

Transport for NSW is aware of the proposals for The Quarter and Sydney Science Park and potential locations will be reviewed as part of the business case process.

6.2 Key theme: Upgrades to existing infrastructure

Comments regarding upgrade existing roads and infrastructure instead of delivering the planned corridor.

6.2.1 Additional parking

Community/key stakeholder issue:

Community and stakeholders raised the issue for the need of a multi-storey car park at train stations in general, to support increased patronage. Specifically it was also raised that there is a need for:

- At least four times more parking at rail nodes in Leppington.
- Additional train stations, with multi-storey car parking at Austral, Gregory Hills, Willow Dale, Harrington Grove, Narellan and Oran Park, to alleviate the demands on Leppington Station.
- Sufficient car parking facilities for train services from the Western Sydney Airport to Oran Park.
- The provision of additional multi-storey car parking facilities at Rossmore Station, to minimise development footprints and better support public transport users.

Alternate comments from community and stakeholders submissions presented that car parking facilities at train stations were encouraging people drive rather than to use public transport, however if car parks are provided they should be multi-storey to reduce their footprint.

Transport for NSW response:

Car parking facilities will be required at stations for the short to medium term. This is due to the current land use patterns and frequency of bus services. As the Western Parkland City develops and becomes more like the Eastern City, the land use patterns will change and more commuters will either walk or catch a bus to stations.

Transport for NSW is working with Department of Planning and Environment, Councils and private land owners to identify land for car parking facilities close to stations in Western Sydney. In coordination with the Future Transport Strategy 2056, Transport for NSW has committed to the development of a Greater Sydney Parking Guideline which will address the future provision of commuter car parks.

6.2.2 Upgrades to existing roads

Community/key stakeholder issue:

To ease increasing local traffic congestion, it was requested by community and stakeholders that the construction of the North South Rail Line and South West Rail Link Extension corridors will require improvements or upgrades to existing road infrastructure intended to service the future corridor. Suggestions included:

- Jersey Road to be extended in the same direction to Kelvin Park Drive, to ease congestion and provide dual entry/exit roads from Kelvin Park Drive.
- Improve road access and egress at Oran Park / Camden Valley Way, Gregory Hills.
- Upgrades at The Northern Road and Bringelly Road to ensure future growth is accommodated.
- Upgrade of The Northern Road to a freeway.
- Connection from Erskine Park Road to Luddenham Road, through to The Northern Road.
- There is an urgent need to upgrade and expand Gregory Hills Drive, with a
 dedicated express bus lane to and from Campbelltown. This will ease traffic
 congestion on Narellan and The Northern roads, and accommodate the quickly
 expanding Gregory Hills and Oran Park precincts.
- Upgrade to the road connection to facilitate access to Edmondson Park.

Transport for NSW response:

As part of the Western Sydney Infrastructure Program upgrades are currently underway for The Northern Road and Bringelly Road. In addition, Transport for NSW is supporting Department of Planning and Environment for the development of the South West Growth Area Land Use and Infrastructure Implementation Plan.

As the rezoning of land around the corridors occurs, Transport for NSW will work with the Department of Planning and Environment and Councils to ensure the local road network provides access to land that may be cut off by the corridors.

6.3 Key theme: Public transport projects

Comments and suggestions for a public transport project instead of delivering the planned corridor.

6.3.1 Light rail options

Community/key stakeholder issue:

Community and stakeholder submissions suggested that consideration be given to light rail transport to replace bus services. Suggestions for light rail or monorail lines included:

- A line connecting Badgerys Creek to the centres of Bringelly, Cobbitty, Kirkham, Harrington Park, Oran Park, Gregory Hills, Gledswood Hills, St Gregorys Marist College, Blairmount, Campbelltown, Elderslie, Camden, Cawdor, Spring Farm, Narellan, Mount Annan, Australian Botanic Garden Mount Annan, Western Sydney University, to Macarthur and Campbelltown (to avoid residential impacts and improve access to commercial centres, schools, TAFE, universities and employment zones).
- A line connecting Kingswood through to the Western Sydney University (servicing the Western Sydney Institute of TAFE, Western Sydney Records Centre, the proposed shopping centre, proposed university units and the Werrington Park Corporate Centre).
- Requests were made for the upgraded bus lanes on The Northern Road (connecting Windsor to Campbelltown via the Western Sydney Airport) to be converted to light rail transport to reduce emissions generated by the existing bus network.

Transport for NSW response:

Connectivity in Western Sydney will be provided by a combination of public transport services. The north-south spine will be provided by the North South Rail Line, which will be a fast and high frequency service. There will be a number of train and bus services that will feed into the North South Rail Line. The interchanging rail lines are: T1 Western line, T1 Richmond Line, T8 Airport and South Line, Metro Northwest, and a future T5 South West Rail Link Extension. In addition, Transport for NSW is commencing investigations for an 'East-West' Rail Link connecting Parramatta to both Western Sydney Airport and the Western Sydney Aerotropolis.

Transport for NSW is also identifying bus initiatives through the Bus Headstart Program. One of the major bus corridors will be Fifteenth Avenue, which will connect Liverpool to the Western Sydney Aerotropolis.

A light rail from Windsor to Campbelltown along The Northern Road would be duplicating the North South Rail Line. It would be slower and have less capacity than the North South Rail Line.

6.3.2 Bus services

Community/key stakeholder issue:

Community and stakeholder submissions requested that bus services should be provided at the following locations:

- Along South Cowpasture Road, to connect to Leppington Station and Narellan.
- Rapid bus services that connect to Liverpool, Penrith and Campbelltown to the Western Sydney Aerotropolis.

Transport for NSW response:

Under the Western Sydney City Deal Transport for NSW is committed to and currently working on providing rapid bus services to connect Penrith, Liverpool and Campbelltown to the Western Sydney Airport and the Western Sydney Aerotropolis.

There is currently a bus service (841) that operates from Narellan Town Centre to Leppington Station every 30 minutes during the peak and every 60 minutes off-peak.

6.4 Key theme: Tunnelling

Suggestions for tunnels instead of above ground structures.

6.4.1 Changes to Werrington Tunnel

Community/key stakeholder issue:

Community and stakeholder submissions provided suggestions for changes to the Werrington tunnel included:

- Extending the tunnel south of Lansdowne Road to Patons Lane to avoid communities.
- Tunnelling under the new Arterial Road on Gipps and Kent Streets, to avoid established residential areas and retaining the option for a train station within one bus stop of the Western Sydney University.

Transport for NSW response:

As a result of the community concern at Orchard Hills, Transport for NSW has deferred the Werrington tunnel and the rezoning of the land at Orchard Hills pending business case investigations. The business case process will consider a range of options, including co-locating the North South Rail Line in the Outer Sydney Orbital corridor and alternative tunnel alignments. The business case activities will also consider the economic and community benefits of different types of infrastructure and station locations against the capital and operational costs.

6.4.2 Changes to tunnel between Oran Park and Macarthur

Community/key stakeholder issue:

Community and stakeholders raised suggestions of changes to the tunnel between Oran Park and Macarthur included:

• Building a tunnel from Oran Park to the M31 Motorway to avoid tunnelling under home homes in Macarthur Heights and Campbelltown.

Transport for NSW response:

Geotechnical investigations have not yet been completed for the tunnelled sections; as such the exact locations of the tunnels have not yet been established. In the future, there will be a separate consultation process on the tunnels and their locations.

6.4.3 Minimising impacts to property

Community/key stakeholder issue:

From Community and stakeholder submissions, it was suggested that to minimise impacts to properties through tunnelling, underground rail lines and train stations should be constructed below Badgerys Creek Road into the Western Sydney Airport, similar to underground stations into the Kingsford Smith Airport.

Transport for NSW response:

The area south of Western Sydney Airport is yet to be rezoned and when it is rezoned will have significant change in use. By rezoning for a surface corridor now, complementing land use can be planned adjacent to the rail line.

6.4.4 Support for tunnelling

Community/key stakeholder issue:

Support was raised from community and stakeholder submissions for the corridors to be situated underground, via tunnels, as tunnelling will:

- Eliminate the need to construct rail line over high terrain.
- Minimise property acquisitions for impacted residents.
- Minimise environmental impacts.
- Minimise impact (e.g. noise, visual, etc.) to current and future residents.
- Minimise maintenance costs.
- Reduce the likelihood of derailments.
- Increase the speed and efficiency of travel.

It was requested that further investigation of tunnelling should be undertaken within the Camden LGA. In particular, tunnelling is requested to avoid Harrington Park, Harrington Grove, Narellan, Narellan Vale, Mount Annan and the Australian Botanic Garden Mount Annan.

Further suggestions by community and stakeholders were made to include an underground rail line from Oran Park to Gregory Hills (with park and ride facilities) and/or Smeaton Grange Industrial Estate to accommodate a higher number of workers.

The Government has committed to a tunnel from Oran Park to Macarthur. Geotechnical investigations have not yet been completed for the tunnelled sections; as such the exact locations of the tunnels are yet to be established. In the future, there will be a separate consultation process on the tunnels and their locations.

6.4.5 Cost savings

Community/key stakeholder issue:

Tunnelling of the entire corridor is considered to be a more cost-effective approach as it negates the need for property acquisitions and preserves limited amounts of green zones was suggested by community and stakeholders.

Transport for NSW response:

The cost of underground infrastructure is significantly more expensive to build with much higher whole-of-life maintenance costs, making the likelihood of constructing the infrastructure far less viable. The purpose of early corridor protection is to allow for cost effective transport solutions to be adopted in the future and to allow land use planners to prepare for the future transport needs, so that transport can move efficiently to serve NSW's growing population, without waiting for congestion to reach a level where much more expensive solutions are required.

6.4.6 Request for further information

Community/key stakeholder issue:

Community and stakeholders requested for more information about the capacity and constructability of building a tunnel on the indicative alignment, and the process, including what will happen if it is determined that the current alignment is unsuitable.

Transport for NSW response:

Transport for NSW has engaged engineering consultants to undertake studies on the tunnelled sections of North South Rail Line. This has indicated that the underlying geotechnical material is Bringelly Shale. Further geotechnical investigations will be undertaken to support the ongoing design development and finalise the alignment of the tunnels.

7.0 Issue: Planning Policy

This section relates to comments and questions regarding alignment with existing local, State or Commonwealth Government plans, policies and strategies.

7.1 Key theme: Alignment with other Commonwealth, state, or local government plans or policies

Comments and questions regarding alignment with existing local, State or Commonwealth Government plans, policies and strategies.

7.1.1 Integrated planning approach

Community/key stakeholder issue:

Community and stakeholders comments raised the issue that the Commonwealth, State and local Governments need to work together to develop an integrated plan that considers the future challenges and opportunities faced by the Western Sydney region.

It was recognised that the protection of corridors is essential for future planning needs, and the proposed corridor will integrate with arterial roads works, planned and existing road and rail networks, and other transport services.

Transport for NSW response:

As part of the Western Sydney City Deal, Transport for NSW is working closely with all levels of government to get the best outcome for the Western Sydney through the Western Sydney Planning Partnership. It is recognised that the close integration of transport and land use planning will facilitate optimal economic and social outcomes for the Western Sydney Region.

7.1.2 Consultation with councils and Department of Planning and Environment

Community/key stakeholder issue:

Consultation and collaboration with councils on environmental and land use related matters is required when undertaking further assessment on the impacts of the corridor was raised in the community and stakeholder submissions.

It was also raised that development densities in proximity to future rail station sites should be considered, along with the possibility of construction staging consistent with the rezoning / land release process currently proposed in the South West Growth Area.

Transport for NSW response:

Transport for NSW will work closely with local councils as well as the Department of Planning and Environment to ensure that the optimum outcomes are achieved for the communities potentially impacted by the rail infrastructure. This will include identifying environmental mitigation strategies during the Environmental Impact Statement process.

Transport for NSW works closely with the Department of Planning and the Environment to support the rezoning and land release process. This will continue throughout the development of the North South Rail Line.

7.1.3 Alignment with existing Government plans

Community/key stakeholder issue:

Community and stakeholder submissions raised the issue that the North South Rail Line and South West Rail Link Extension corridors are not consistent with the major strategic planning policies issued by the NSW Government, including the Greater Sydney Region Plan – A Metropolis of Three Cities, Future Transport Strategy 2056, State Infrastructure Strategy, and the Western Sydney Rail Needs Scoping Study Outcomes Report.

Specifically, it was raised that proceeding with the proposed corridors will result in a significant lost opportunity for government in its efforts to deliver the objectives and planning priorities within the Greater Sydney Region Plan – A Metropolis of Three Cities and the Western City District Plan. It was suggested that to align the corridors with the outcomes of these policies, the northern section should be prioritised, as well as combining an extension of the Sydney Metro Northwest (from Tallawong to Schofields), and that the early protection of the corridors and construction occur to reinforce commitments made in the Western Sydney City Deal (stage one from the airport to St Marys).

Transport for NSW has been working closely with the Greater Sydney Commission during its preparation of the Greater Sydney Regional Plan – A Metropolis of Three Cities, to ensure that the corridors are consistent with the strategic plans developed. The North South Rail Line is the spine of the Greater Sydney Commission's Western Economic Corridor.

Transport for NSW can confirm that the connectivity benefits of the North South Rail Line and South West Rail Link Extension corridors will align with the objectives and planning priorities within the Greater Sydney Region Plan - A Metropolis of Three Cities and Western City District Plan, including:

- Infrastructure that supports the three cities.
- Infrastructure that is aligned with forecast growth.
- Increased access to a 30 minute commute to a metropolitan centre/cluster.

The staging of the rail line will be considered during the future business case activities for the full length of the project from Schofields to Macarthur.

7.1.4 Access to employment, education and health opportunities/services

Community/key stakeholder issue:

Community and Stakeholder submissions showed support for the North South Rail Line and South West Rail Link Extension corridors as they will improve access for employment across the region, and align with the creation of a 30 minute city concept and key government policies. This includes the NSW State Infrastructure Strategy, the NSW Premier's priorities to increase educational opportunities for Penrith residents and the region, the NSW Department of Industry Corporate Plan, and increased investment for redevelopment of the Nepean Hospital within The Quarter. A new station as a part of The Quarter will assist in the delivery of these policies.

Transport for NSW response:

Transport for NSW notes the support, and is committed to the concept of the 30-minute city. The significance of the Penrith Health and Education Precinct in the development of Western Sydney is recognised. However, a decision regarding the tunnel under the Western Sydney University campus has been deferred pending the business case process for the North South Rail Line. The business case process will consider the economic and community benefits of different station locations against the capital and operational costs.

7.1.5 Support for the Project in the context of the Western Sydney City Deal

Community/key stakeholder issue:

Community and stakeholder submissions gave support for the corridors, as a key component of the Western Sydney City Deal, which has been agreed between the Commonwealth and State Governments and eight local councils. This integrated solution aims to ensure new infrastructure will support population, housing and job growth across Western Sydney.

Transport for NSW notes stakeholders' views about the benefits of the North South Rail Line and South West Rail Link Extension corridors.

7.1.6 Planning legislation

Community/key stakeholder issue:

Suggestions received by the community and stakeholders about the North South Rail Line and South West Rail Link Extension corridors and Narellan Station ('park and ride') may be used to exploit planning legislation currently in place for rezoning low and medium density housing to high density, for areas in close proximity to train stations. Visually unappealing, high density housing will be constructed at Elyard Gardens, south of the Narellan town centre, which will not conform to the area and have permanent adverse urban planning outcomes.

Transport for NSW response:

It is likely that a future station at Narellan would include an integrated development that would support the station. Any development would go through applicable planning approval processes, which would include a merit assessment and opportunities for the public to comment.

7.2 Key theme: Western Sydney corridors State Environment Planning Policy (SEPP)

Comments regarding the Department of Planning and Environment discussion paper on the proposed Western Sydney corridors SEPP.

7.2.1 Environmental Planning and Assessment Act 1979 provisions

Community/key stakeholder issue:

It was suggested that the provisions of Part 5 of the Environmental Planning and Assessment Act 1979 should remain applicable as they relate to the Warragamba Pipelines infrastructure arising from the proposed Western Sydney Corridors SEPP.

Transport for NSW response:

The North South Rail Line corridor crosses WaterNSW's Warragamba pipeline in the vicinity of Luddenham Road, Twin Creeks. The proposed rail line will be required to pass over the existing pipelines without jeopardising their integrity. Transport for NSW will work closely with WaterNSW to design the bridging structures over the pipelines.

7.2.2 Capital investment values

Community/key stakeholder issue:

Community and stakeholder submissions suggested that the proposed Western Sydney Corridors SEPP should not put a limit on the capital investment value of any development within the proposed corridor, as it restricts the lifestyle and businesses of legitimate land owners despite infrastructure not being built for a number of years.

The Western Sydney Corridors SEPP does not seek to place a limit on the capital investment value of development within the corridor. The proposed Western Sydney Corridors SEPP will require any development application where the proposed new development has a capital investment value of more than \$200,000 to be referred to Transport for NSW for concurrent approval. Transport for NSW will not oppose development based only on the capital investment amount, but will assess the development in terms of its compatibility with future use of the corridor for transport purposes.

If a proposed development is deemed to be an unacceptable impediment to future use of the corridor, then Transport for NSW may request that the application not be approved.

Examples of development that would usually be deemed acceptable include house extensions, swimming pools, sheds and granny flats.

Further examples of development that would usually be deemed unacceptable include major residential intensification through subdivision, strata units, major commercial or industrial works, or development which would make relocation of the proposed land use difficult, such as community facilities, cemeteries, places of worship or major utilities.

Any development immediately adjacent to the corridor which would involve excavations will also need to be considered by Transport for NSW, to ensure that there is no unacceptable risk of undermining the integrity of the corridor or future infrastructure in the corridor.

7.2.3 Consultation activities

Community/key stakeholder issue:

Concerns were raised by community and stakeholder that the Western Sydney Corridors SEPP should have been finalised prior to consultation, and has concerned and/or confused property owners. The Western Sydney Corridors SEPP should have been delivered to all impacted residents and stakeholders, and discussed at community drop-in/information sessions and one-on-one meetings to gain appropriate input.

Transport for NSW response:

The Department of Planning and Environment exhibited a discussion paper outlining the proposed Western Sydney Corridors SEPP at the same time as the exhibition of the North South Rail Line and South West Rail Link Extension corridor to allow for comments to be made on the proposed Western Sydney Corridors SEPP. Submissions relating to the discussion paper have been forwarded to the Department of Planning and Environment, who has prepared its own submissions report addressing the submissions received. This report has formed part of the information provided to the Minister for Planning for consideration in the development of the Western Sydney Corridors SEPP.

7.2.4 Interim land use

Community/key stakeholder issue:

Community and stakeholder submissions suggested that interim land use of the corridors should be considered to avoid unnecessary sterilisation of land. Where there is no permissible interim land use/s, compensation should be paid as the land cannot be used based on the Western Sydney Corridors SEPP.

Transport for NSW response:

The aim of identifying and rezoning the North South Rail Line and South West Rail Link Extension corridors is to provide certainty for adjoining land use development. Restricting certain development in the corridor is considered appropriate to ensure the future delivery of infrastructure. Development can proceed on the basis that the transport infrastructure will be provided at some time in the future. Land use can be designed around the corridor and impact mitigation measures can be applied during the design of development proposals.

The Strategic Environmental Assessments and the Western Sydney Corridors SEPP provide details of the implications for land uses within and adjacent to the protected corridor.

7.2.5 Coexistence of infrastructure to maximise land use potential

Community/key stakeholder issue:

Concerns were raised by community and stakeholders that the planning of the corridors does not consider the possibility for the shared use of corridors with other infrastructure such as water and energy. Aligning corridors will assist to maximise the productive use of land. Consultation with utilities such as Sydney Water and Endeavour Energy is recommended to investigate the opportunities for shared use.

Transport for NSW response:

Where the corridor width is sufficient to accommodate utilities, if required and appropriate, Transport for NSW will investigate the possibility to allow utilities to be co-located alongside transport infrastructure. Transport for NSW is working with all stakeholders (including owners and operators of utilities) to achieve the best outcomes for Western Sydney.

7.2.6 Changes to development controls

Community/key stakeholder issue:

Requests were received by community and stakeholders for more detailed information to be provided about potential changes to development controls for land immediately outside the corridor that could stand to benefit from accessibility improvements from the development of infrastructure within the corridor.

The Department of Planning and Environment exhibited a discussion paper for the Western Sydney Corridors SEPP at the same time as the exhibition of the North South Rail Line and South West Rail Link Extension corridors to allow for comments to be made on the proposed Western Sydney Corridors SEPP.

Any proposed changes to the zoning outside the corridor would be considered by the planning proposal process.

7.2.7 Limits of land use

Community/key stakeholder issue:

Owners of land adjacent to and around the reserved corridor should be able to continue to use and develop their land as currently zoned as they were deemed 'not directly affected', otherwise the timing of any proposed capital investment could be limited (e.g. to within two years).

Transport for NSW response:

Existing land uses can continue based on the zoning of the land. A key benefit of the early identification and preservation of the corridor is to allow future proposed land uses adjacent to the corridor to be designed accordingly, so that they are compatible. This will provide land owners with certainty when making future investment decisions.

7.2.8 Changes to property boundaries

Community/key stakeholder issue:

Community and stakeholder submissions suggested that changes to property boundaries should not be permitted once property owners are informed about land acquisition requirements, as they will make lifestyle, business and financing decisions based on this. If property is voluntarily acquired and the boundaries change, acquiring too much land will cost taxpayers unnecessarily and property owners are likely to then want to release land beyond what is needed.

Transport for NSW response:

Transport for NSW does not need to acquire more land than what is required when land acquisition activities take place in future. The current protection of the corridor provides certainty for businesses, the community (including land owners) and land use planners.

Any early acquisition arrangements will be resolved with the land owner on a case by case basis and will be in accordance with the Land Acquisitions (Just Terms Compensation) Act 1991. This legislation provides for acquisitions to be at market value, as if the corridor was not an imposition on the property.

To find out more about how property acquisition is undertaken by NSW Government acquiring agencies visit the NSW Government's property acquisition website **propertyacquisition.nsw.gov.au**.

8.0 Issue: Design

This section relates to comments and questions about the design of infrastructure, tunnel ventilation and portals.

8.1 Key theme: Intersections and structures

Comments and questions on how road intersections, and other structures such as bridges and fly overs, will be designed to minimise safety risk.

8.1.1 South West Rail Link Extension design

Suggestions by community and stakeholders about the South West Rail Link Extension should be extended to meet the North South Rail Line, with passenger and freight train lines joining the Main West Line at one or two stations west of Westmead. Concern was also expressed that the scoping study determined that the South West Rail Link Extension will not directly connect to Western Sydney Airport, inviting questions about the purpose of the corridor.

Transport for NSW response:

The South West Rail Link Extension corridor connects to the North South Rail Line corridor at the Western Sydney Aerotropolis. At the Western Sydney Aerotropolis, it is intended that there will also be an interchange with the East-West Rail Link, which will connect the Western Sydney Aerotropolis to Parramatta via Western Sydney Airport.

8.1.2 Place making

Community/key stakeholder issue:

Suggestions were made by community and stakeholders that the corridor infrastructure be designed by applying a 'whole-of-place' and master planning approach that considers factors such as:

- Landscape values.
- The Western City District Plan concepts of the Western Parkland City vision and Sydney Green Grid.
- · Local strategic planning activities.
- St Marys being a major transport node and north gateway to the Western Sydney Airport.

Further suggestions include Transport for NSW should promote crime prevention through environmental design principles in planning and design of the corridor infrastructure.

Transport for NSW response:

Placemaking will be critical to the future success of the stations. Transport for NSW will work closely with local councils, developers and other stakeholders to ensure good urban design outcomes for the new stations. Transport for NSW will place a focus on walkability, personal safety and interchanges with other transport modes, and these will be addressed in the detailed design phase of the infrastructure development.

8.1.3 Structures and modelling

Community/key stakeholder issue:

Community and stakeholders made comments regarding the structures and modelling, and suggestions and requests made regarding the following matters:

- The visual impact assessment of Bringelly Y-junction.
- Preservation of development opportunities within the Western Parkland City.
- Carrington Road crossing(s).

Questions were also raised about how access will be maintained for impacted residents.

Transport for NSW response:

The corridors have been designed to help future infrastructure avoid or minimise visual impacts where possible. During the design phase for the future rail infrastructure, every effort will be taken to minimise the impacts of the rail infrastructure when it is built. This is likely to include noise barriers and visual landscaping. An Environmental Impact Statement will be prepared prior to the construction phase that will address in detail the impact the rail infrastructure will have on the natural and built environment, and explain how the project will mitigate these impacts.

Where street access to a property is impacted, the project team will work with the property owner to ensure a new point of access is provided or that the impacted property can be acquired.

8.2 Key theme: Tunnel ventilation and portals

Comments and questions regarding the design of tunnel ventilation and portals and their locations.

8.2.1 Pollution from tunnel ventilation stacks

Community/key stakeholder issue:

Concerns were raised by community and stakeholders about emissions from ventilation infrastructure being above acceptable air quality limits.

The rezoning of the rail corridors will not in it itself create air quality impacts. Ventilation systems are generally not required for tunnels running electric trains due to the minimal amount of pollution produced by electric rolling stock. Ventilation systems are only required in tunnels exceeding 160m in length for the purposes of emergency situations, such as a fire in a tunnel, and are used to extract smoke and heat from the tunnel to provide an exit path for passengers. Should ventilation shafts be required, all shaft openings shall be designed and located to minimise the environmental impact on surrounding air.

8.2.2 Tunnel portal locations

Community/key stakeholder issue:

Community and stakeholders made requests for more information to be provided about the tunnel portals and corridor in St Marys and Macarthur.

Transport for NSW response:

For the Exhibited Corridors, the tunnel portal locations are based on a desktop geotechnical study. Further design development will occur during the subsequent phases of the project. A concept design will be exhibited with the Environmental Impact Statement for public comment.

8.3 Key theme: North South Rail Line stations and destinations

Comments, questions and suggestions for the station locations and end destinations.

8.3.1 Station locations

Community/key stakeholder issue:

Suggestions were made for future railway stations to support growth at a range of locations. Identified locations include Sydney Science Park, Western Sydney University campuses, various industrial areas and several alternatives to Narellan. Suggestions were also made for train station locations to connect suburbs to the Western Sydney Airport, including Macarthur Square, Mt Annan, Narellan Town Centre, Harrington Park, Oran Park and Leppington.

Further questions were raised about where the new train stations will be located (particularly Bringelly and North Bringelly), if a station will be located at Rossmore, and when this information will be made public.

Suggestions made by community and stakeholders:

- More stations in housing development areas to cater for population growth in these places.
- Train station locations should be spaced within 2.5 km to 4 km of each other where possible.

Stations for North South Rail Line are confirmed at the following locations: St Marys, Western Sydney Airport, Western Sydney Aerotropolis (North Bringelly), Oran Park, Narellan and Macarthur. Stations for South West Rail Link Extension are confirmed at Western Sydney Aerotropolis (North Bringelly) and Leppington.

On both lines there will be intermediate stations servicing local centres. These will be identified as part of the business case process undertaken for the rail projects. The business case process will consider the economic and community benefits of different station locations against the capital and operational costs. There will be public consultation on station locations, providing the opportunity for the public to provide comments on these. The business case process for the project will include modelling that will consider the trade-off between faster journey times and fewer stations, and slower journey times and more stations.

9.0 Issue: Environment

This section relates to comments and questions about the environmental impacts of the corridor, including air quality, biodiversity, bushfire, flooding and evacuation, landscape, terrain and topography, noise and vibration and waterways.

9.1 Key theme: Air quality and pollution

Comments and questions about air quality impacts during construction and operation of future projects within the corridor.

9.1.1 Adverse air quality impacts

Community/key stakeholder issue:

Community and stakeholders made suggestions that residents of south Western Sydney, including Camden, Narellan and Harrington Park already experience higher levels of air pollution compared to the rest of the Sydney Basin. This is due to geographical and related meteorological factors and emissions from multiple sources, including from the Narellan Industrial Area and Smeaton Grange Industrial Estate. Further development is likely to increase traffic and decrease the likelihood of air quality objectives being met.

A train station with park and ride facilities at Narellan Station is not ecologically sustainable. It will draw more cars to surrounding arterial roads, resulting in higher emissions and poorer air quality in the Narellan and Harington Park areas.

Transport for NSW response:

The rezoning of the passenger rail corridors will not it itself create air quality impacts. The future provision of electric passenger rail services is likely to offset car usage and result in a net improvement of air quality. A detailed assessment of the potential environmental impacts of the construction and operation of the rail infrastructure will be completed during future development phases of the rail lines. All rail infrastructure will comply with the relevant environmental air quality regulations in force during its construction and operation.

9.1.2 Adverse impacts on human health

Community/key stakeholder issue:

Concerns were raised by community and stakeholders that tunnel stacks emitting pollution, that exceed acceptable air quality limits, have the potential for adverse effects on residents' health. Medical research confirms air pollutants cause lung and bladder cancer, heart disease, heart attacks, strokes and asthma attacks.

Residents in Narellan and Harrington Park Residential Estate are concerned about the impacts of poor air quality on their health and wellbeing.

Transport for NSW response:

The rezoning of the passenger rail corridors will not in itself create air quality impacts. The passenger trains will be electrically powered and so will not produce pollution along the rail line. The result of passengers using the rail line will be less motor vehicles on the road resulting in an overall improvement in air quality.

9.1.3 Mitigation measures

Community/key stakeholder issue:

Requests by community and stakeholders for efficient, environmentally responsible measures to reduce and remediate air pollution in residential areas, to prevent long term health impacts on residents and further harm to the environment.

Transport for NSW response:

The rezoning of the passenger rail corridors will not in it itself create air quality impacts.

The mitigation of any potential localised impacts (e.g. the location of tunnel ventilation outlets) will be dealt with during the future phases of environmental assessment and detailed design of the rail infrastructure.

The rail infrastructure will comply with the relevant environmental air quality regulations in force during its construction and operation.

9.2 Key theme: Biodiversity

Comments and questions about impacts on the area's biodiversity and proposed biodiversity offsets. Comments about the thoroughness of investigations.

9.2.1 Biodiversity conservation

Community/key stakeholder issue:

Questions were raised about how wildlife movements will be maintained, trees preserved and wildlife relocated. Specific sites of concern are Blaxland Creek and the Department of Defence land at Orchard Hills, which has significant biodiversity value.

Community and stakeholders submissions requested that a new nature reserve be established in Bringelly to offset impacts of the corridor on the ecology and landscape.

The Sydney Science Park recognises that the North South Rail Line corridor, between Orchard Hills and the future site for the Western Sydney Airport, sought to minimise biodiversity impacts, consistent with the principles in the Biodiversity Offsets Policy for Major Projects. Sydney Science Park has established a vegetation management policy and undertaken flora and fauna, and riparian corridor assessments, which consider the future rail corridor.

Transport for NSW response:

Rezoning the passenger rail corridors will not in itself impact on biodiversity values by removing habitat or create new barriers for the movement of wildlife or create impacts on the ecology and landscape. Appropriate measures for facilitating the safe movement across the path of North South Rail Line infrastructure will be considered during future design and environmental assessment phases in the development of the rail infrastructure.

Transport for NSW is working with Department of Planning and Environment to identify biodiversity offsets for all the Western Sydney Corridors. Transport for NSW will raise the possibility of a potential nature reserve in Bringelly with the Department of Planning and Environment.

Transport for NSW notes the consideration of the future rail corridor in the vegetation assessment and management of the Sydney Science Park.

9.2.2 Protection of Endangered Ecological Communities (EECs) and species

Community/key stakeholder issue:

The North South Rail Line will impact on the critically endangered Cumberland Plain Woodland ecological community at the Department of Defence land at Orchard Hills.

Concerns were raised by community and stakeholders about the corridors will impact native vegetation and habitats for fauna species including birds, kangaroos and koalas near Campbelltown, and the endangered black cockatoo, local kookaburras and protected snake species in the Badgerys Creek Road (Bringelly) area.

Tunnelling under Harrington Park will avoid the Cumberland Plain vegetation and homes.

Transport for NSW response:

The rezoning of land for the passenger rail corridors will not in it itself affect the environment.

A detailed assessment of the environmental impacts of the construction and operation of the North South Rail Line and South West Rail Link Extension corridors will be completed during a future design and development phase of the project to obtain planning approvals. Management measures to reduce or offset impacts on EECs and endangered species will be developed at that time.

9.2.3 Tree removal

Community/key stakeholder issue:

The removal of trees will impact habitats and food sources for wildlife, including in the South Creek riparian corridor.

The corridors traverse prime elevated land with dense areas of mature trees. This is a stark contrast to the original 2015 corridor proposal which ran through cleared, less elevated, open paddocks. The garden at Beltana homestead (at Rossmore) has native and exotic trees that are more than 80 years old.

Transport for NSW response:

The rezoning of land for the passenger rail corridors will not in it itself affect trees and habitats. Impacts on existing native vegetation and threatened flora and fauna and their habitats have been considered throughout the identification and refinement of the corridor. As previously noted, detailed environmental assessments will be completed during future design and development phases of the rail infrastructure.

9.2.4 Orchard Hills bush care group

Community/key stakeholder issue:

What are the implications of the North South Rail Line and South West Rail Link Extension corridors for the Orchard Hills bush care group?

Transport for NSW response:

As the projects develop Transport for NSW will work with the community and stakeholders to develop the project and consider the activities of community groups.

9.2.5 Further studies

Community/key stakeholder issue:

Appropriate studies need to be undertaken to determine the impacts of the corridors, and consultation undertaken with the community and local councils, to help inform the project.

Transport for NSW response:

Future proposals to develop the corridors will be subject to the relevant environmental impact assessment processes, and as part of the ongoing development of the projects there will be opportunities for councils and local communities to provide feedback during the design development of the projects and the identification of mitigations for their impacts.

9.3 Key theme: Flooding and evacuation

Comments and questions about the impact on, and exacerbation of, flood areas and flood evacuation routes.

9.3.1 Stormwater management

Community/key stakeholder issue:

The management of stormwater run-off and potential impacts to properties in Narellan Town Centre are of concern, given its location relative to stormwater channels and the Studley Park Golf Course.

The corridors run through several areas with a high density of trees, which will need to be removed. This will result in more stormwater run-off and flooding.

Transport for NSW response:

Stormwater management will be a key design issue during the ongoing design development of the rail projects. Where the infrastructure is to be developed in flood prone areas, detailed flood modelling will be undertaken to understand the interaction of the infrastructure with the flood water flows and identify any mitigations required. This analysis will be detailed in the Environmental Impact Statement that will be exhibited to the public for comment.

9.3.2 Flood-prone land

Community/key stakeholder issue:

Questions were raised about how the rail line will traverse South Creek and the flood-prone Masterfield Road.

Community and stakeholder submissions suggested that the rail infrastructure should be moved two to three kilometres from flood-prone land due to the potential cumulative impacts on the future developments of surrounding areas, including South Creek and its tributaries.

Sydney Science Park supports the North South Rail Line, based on the corridor's alignment, as it avoids flood-prone land and has little impact on groundwater.

Transport for NSW response:

The entire rail infrastructure development will be above the 1 in 100-year flood level. Where the infrastructure crosses a creek or flood plain it will generally be on a bridge or viaduct. During the ongoing design development, detailed flood modelling will be undertaken to determine the optimum form of the infrastructure to both ensure flood immunity and understand any impacts the infrastructure may have on flood behaviour. Any flood mitigation strategies required will be identified in the Environmental Impact Statement and included in the public exhibition.

9.4 Key theme: Landscape, terrain and topography

Comments and questions about the impact on the landscape, terrain and topography, including the potential for land subsidence.

9.4.1 Geotechnical challenges

Community/key stakeholder issue:

Requests were made by community and stakeholders for information about the soil structure in the south west area and the impact of coal seam gas wells and mining subsidence areas. The exact locations of AGL active and decommissioned coal seam gas wells, and mining tunnels in the mine subsidence areas was requested.

Concerns were raised about the impacts of an underground rail system on the foundations of properties in Mount Annan, which is a mine subsidence area. The South West Rail Link Extension should avoid the Harrington Park and Harrington Grove areas as there is a prior agreement that no mining will be undertaken near or under these locations.

Community and stakeholders raised concerns about the impact of more infrastructures on existing reservoirs and other infrastructure in the Narellan to Macarthur region, in mine subsidence zones, and on soils that may not be stable on slopes.

Further concerns about the potential damage to the foundation of houses built in mine subsidence areas, by building an underground rail system, is causing stress and anxiety for residents and property owners. It was suggested that Transport for NSW consult with geotechnical specialists to identify risks to existing and future assets.

Transport for NSW response:

The alignment of the Oran Park to Macarthur tunnel is north of the Campbelltown and Picton mine subsidence districts and therefore not impacted by them.

To support the development of the corridor, desktop geotechnical investigations were undertaken. In the future geotechnical boreholes will be used to provide further information to support the future design development process to ensure that the design does not carry a subsidence risk to nearby properties.

9.4.2 Landscape and visual amenity

Community/key stakeholder issue:

Comments were made in community and stakeholder submissions that construction of the corridors will disrupt residents' choice to live in a rural area and will adversely impact the visual aesthetic and values associated with the landscape. The comments highlighted the importance of protecting natural landscapes, heritage and tourism in the unique rural areas and villages. Rural landscapes within the corridors, including Orchard Hills, will be adversely impacted by train tracks, noise and pollution. The semi-rural character and significant landscape setting of Orchard Hills should be considered to ensure the infrastructure does not diminish the existing character and scenery of the locality.

Concerns were raised by community and stakeholders about the visual impacts of an elevated rail line on a five metre high embankment. Comments stated that there will be overshadowing and light spill in addition to the degradation of visual amenity.

Community and stakeholders suggested that May Avenue in Rossmore should be a green conservation area and future parkland.

Transport for NSW response

Minimising the visual impacts of the rail infrastructure has been considered as part of the corridor investigation. As part of the ongoing development this will remain a key consideration. A detailed assessment of the environmental impacts, including visual impacts of the construction and operation of the rail lines, will be completed during the future design development phases of the projects.

9.5 Key theme: Noise and vibration

Comments and questions about the potential noise and vibration impacts of the project both during construction and operation.

9.5.1 Rail line in tunnel or cutting

Community/key stakeholder issue:

Questions were asked about the decision to construct a rail line over relatively high terrain rather than in a tunnel for the entire distance to the Western Sydney Airport, to avoid noise generation impacting a great number of existing and future residents.

Comments were made that doubts Transport for NSW's statement that noise will be reduced by maximising the potential for future rail infrastructure in a cutting. It was suggested that this was more applicable to the original corridor that traversed cleared land at the base of a hill.

Transport for NSW response:

The rezoning of land for the passenger rail corridors will not in itself create new noise and impacts. For the rail projects the identification of the corridors is generally occurring ahead of the rezoning of the land. This will ensure that the land adjacent to the passenger rail corridors can be rezoned for compatible land uses.

During the development of the project, detailed noise modelling will be undertaken as part of the development of the Environmental Impact Statement. This will include identifying the sensitive receivers and the changes in noise level as a result of the rail lines. The Environmental Impact Statement will be exhibited to the public and include details of the proposed noise mitigation.

The rail infrastructure will comply with the relevant environmental noise regulations in force during its construction and operation.

9.5.2 Loss of amenity from high noise levels

Community/key stakeholder issue:

It was suggested by community and stakeholders that noise levels will exceed targets and interfere with residents' rights to the use and enjoyment of their homes and local environment. The noise levels will cause a considerable loss of amenity. It was requested that the corridor be moved away from Orchard Hills because of the noise impacts.

Concerns that noise impacts from the proposed Narellan Station and park and ride facilities will cause a range of adverse health impacts, including sleep deprivation, tiredness and decreased cognitive performance.

Transport for NSW response:

The rezoning of land for the passenger rail corridors will not in itself create new noise and impacts. For these rail projects the identification of the corridors is generally occurring ahead of the rezoning of the land. This will ensure that the land adjacent to the passenger rail corridors can be rezoned for compatible land uses.

During the development of the project detailed noise modelling will be undertaken as part of the development of the Environmental Impact Statement. This will include identifying the sensitive receivers and the changes in noise level as a result of the rail lines. The Environmental Impact Statement will be exhibited to the public and include details of the proposed noise mitigation.

The rail infrastructure will comply with the relevant environmental noise regulations in force during its construction and operation.

9.5.3 Vibration impacts

Community/key stakeholder issue:

Comments were made that residents in the Campbelltown area experience noise from the Hume Motorway and the existing rail line. They will have to deal with vibrations from the future rail infrastructure in the tunnel underneath their houses. Questions were raised about whether the rail line can go around, rather than underneath houses.

Assurances were requested that noise and vibration impacts from the future North South Rail Line infrastructure will be minimised or mitigated.

Concerns were raised about the Warragamba Pipelines, which are concrete lined and there is potential for any vibration from construction and operational activities, or increased ground saturation and subsequent land movement, to impact the pipeline footings, the linings of the pipeline and their alignment.

The rezoning of land for the passenger rail corridors will not in itself create new vibration impacts.

Localised vibration impacts and mitigation measures will be considered during the development of the Environmental Impact Statements for the projects, these will be exhibited to the public for comment. Transport for NSW will consult with Water NSW to ensure the design, construction and operation of the rail line does not impact the existing Warragamba Pipelines.

9.5.4 Monitoring and assessment of noise levels

Community/key stakeholder issue:

Requests were made for an expanded noise and vibration assessment for the North South Rail Line, including impacts on existing properties adjacent to the proposed alignment, future urban areas, and the cumulative impacts of other major transport infrastructure.

Questions were raised about the duration of noise monitoring at the proposed location for the Narellan Station and park and ride facilities, and whether the acoustical assessment will include hypothetical assumptions and scenarios, which, it was stated, will lead to inaccurate noise level assessments.

Harrington Park Residential Estate is a wind-prone area across all seasons, with colder temperatures and temperature inversions. These weather conditions have a considerable effect on noise propagation, with the tendency to increase and intensify sound over long distances and exacerbate morning and evening noise levels. These conditions are known to result in greater noise impacts on homes sited above the level of the noise sources than homes below the noise source. The corridor location in this area has not been carefully considered, given the wind and temperature inversions known to exacerbate noise propagation impacts over extensive distances.

There has been a lack of consideration for the Harrington Park and Narellan communities with no proposed environmental noise control management strategies or policy intervention action plans, to integrate noise reduction into planning decisions.

Transport for NSW response:

The rezoning of land for the passenger rail corridors will not in itself create new noise and impacts. For the rail projects the identification of the corridors is generally occurring ahead of the rezoning of the land.

During the development of the project detailed noise modelling will be undertaken as part of the development of the Environmental Impact Statement. The base for the noise modelling will include ambient noise monitoring at key sites adjacent to the project in accordance with the relevant noise assessment guidelines. This will include identifying the sensitive receivers and the changes in noise level as a result of the rail lines. The Environmental Impact Statement will be exhibited to the public and include details of the proposed noise mitigation.

The rail infrastructure will comply with the relevant environmental noise regulations in force during its construction and operation.

9.6 Key theme: Waterways

Comments and questions about the impacts on waterways, creeks and rivers.

9.6.1 South Creek and Blaxland Creek

Community/key stakeholder issue:

Request were made by community and stakeholders for consideration of the importance of potential impacts on the South Creek riparian corridor, identified in the Western Sydney City Deal as an important environmental spine for the Western Parkland City, requiring restoration and protection.

Further requests were also made to protect existing waterways and biodiversity values, especially those associated with the Cumberland Plain Woodland, South Creek and Blaxland Creek. It was suggested that the Western Sydney transport corridors should be moved closer together to avoid impacts on Blaxland Creek.

Transport for NSW response:

Rezoning land for the passenger rail corridors will in itself not create new impacts on waterways or riparian life. The design of the rail lines will consider the constraints of waterways and riparian zones and detailed environmental assessments of the potential impacts of the rail lines on these important areas will be completed as part of the future design development and planning approvals phase of the projects.

9.6.2 Urban development

Community/key stakeholder issue:

Concerns were raised for the future health of the South Creek floodplain and the Hawkesbury River which will be under pressure as development continues with factors such as road run-off and erosion contributing to water pollution. It was suggested that urban development should be coordinated to avoid adverse impacts to water quality, visual impacts and flooding.

It was recommended by community and stakeholders that Transport for NSW design and implement best practice, water sensitive urban design to reduce stormwater impacts, and run-off treatment volumes and to keep water in the environment.

Transport for NSW response:

During the design development of the projects, Transport for NSW is committed to best practice sustainable water management and this will be considered as the projects develop.

10.0 Issue: Heritage

This section relates to comments and questions about the impact on Aboriginal and Non-Aboriginal heritage, land ownership and history.

10.1 Key theme: Aboriginal heritage and land ownership

Comments and questions about the impact on Aboriginal land, heritage and values.

10.1.1 Protection of sites of local significance

Community/key stakeholder issue:

Requests were made to avoid potential Aboriginal artefacts on a property on Derwent Road, Bringelly, and the potential Aboriginal cultural significance of the nearby forested area must be recognised by Transport for NSW.

Transport for NSW response:

Rezoning land for the North South Rail Line and South West Rail Link Extension corridors will not in itself create new impacts on known or potential Aboriginal heritage sites. The Strategic Environmental Assessment outlines how Aboriginal heritage was assessed through the corridor identification process, which included a review of the Aboriginal Heritage Information Management System database.

As the projects develop, Transport for NSW will engage heritage specialists to support the development of the heritage assessments and to produce impact mitigation strategies. Details of these assessments will be available to the public as part of the project's Environmental Impact Statement.

10.2 Key theme: Non-Aboriginal heritage and history

Comments and questions about the impact on European heritage, including comments about colonial history.

10.2.1 Protection of heritage listed items

Community/key stakeholder issue:

Community and stakeholders submissions suggested that the Warragamba pipelines and corridor should be protected for their State heritage significance. It was then requested that protection of the original farmhouse at 289 Badgerys Creek Rd, Bringelly be considered.

The Sydney Science Park recognises the North South Rail Line corridor limits impacts on heritage items, particularly the Luddenham Road alignment (Local Heritage Item 843 - Penrith Local Environment Plan 2010).

Transport for NSW response:

The recommended corridors have been selected to avoid direct impacts on heritage items and conservation areas where possible. Transport for NSW recognises the importance of the State Heritage listed Warragamba Supply Scheme which includes the pipelines. As the projects develop Transport for NSW will engage heritage specialists to support the development of the Environmental Impact Statements. Design and construction mitigation measures would be identified to minimise any impacts on the curtilage, fabric or setting of heritage items, including local heritage items such as the Luddenham Road Alignment.

10.2.2 Infrastructure impacts on heritage buildings and landscapes

Community/key stakeholder issue:

Concerns were raised by community and stakeholders that the development of a train station and parking facilities at Narellan will adversely affect the visual amenity and aesthetics of Narellan Town Centre's heritage buildings such as Burtons Arms Inn, Ben Linden Homestead and the Struggletown Conservation Area.

The future rail infrastructure will impact the landscape and heritage value of the Mulgoa Valley and Wallacia.

The Beltana homestead and its garden is of local heritage significance, the South West Rail Link Extension should be realigned to avoid this property.

Transport for NSW response:

Rezoning land for the passenger rail corridors will not in itself create new impacts on heritage items. As the projects develop Transport for NSW will engage heritage and landscape specialists to support the development of the environmental impact assessments. These studies will detail the potential impacts the rail infrastructure may have on the natural and built environment and explain how the project will mitigate these impacts, such as visual landscaping.

The South West Rail Link Extension has been realigned to reduce the impacts on the Beltana homestead.

10.2.3 Further studies and consultation

Community/key stakeholder issue:

Community and stakeholders requested that thorough research and investigations at heritage listed sites within or proximate to the proposed corridor. This includes sites and items noted in the Camden Local Environmental Plan 2010 and the Camden Development Control Plan 2011. Camden Council should be consulted on heritage related matters so they may contribute to any future corridor alignment planning.

Transport for NSW response:

Rezoning of the land for the rail corridors will not create new impacts on heritage sites or items. Detailed heritage assessments will be completed during future phases of design development and environmental assessment of the rail infrastructure. Heritage specialists will be engaged to review heritage registers and relevant local environment plans. Local councils will be consulted on heritage sites and items within their Local Government Area.

11.0 Issue: Economic

This section relates to comments and questions about the impact on agricultural business and food production, local businesses, and tourism

11.1 Key theme: Agriculture and food production

Comments and questions on the impact of the corridor on agricultural businesses and food production.

11.1.1 Impacts to farmland and fresh produce

Community/key stakeholder issue:

Concerns were raised by community and stakeholders about the importance of retaining agricultural lands. Fertile rural land, comprising agriculture and cattle yards within the corridors, produce fresh food for the Sydney food bowl. These lands are important and should be retained and protected. Reference was made to the importance of protecting rural lands in the Camden and Wollondilly Local Government Areas. Negative impacts on agriculture and pollution will reduce the amount of available agricultural land in Sydney.

To preserve and enable the continuity of agricultural and food businesses within the corridor, it was questioned if the entire rail line could be constructed underground.

Bringelly farmlands are in close proximity to the Western Sydney Airport and are ideal for fresh food production.

Transport for NSW response

Rezoning land for the North South Rail Line and South West Rail Link Extension corridors will not in itself constrain existing agricultural activities. Accommodating the growth projected for Western Sydney will mean that many areas that are currently rural will become increasingly urban in character. While the rail corridor largely avoids areas identified in the Greater Sydney Commission's plans as 'Metropolitan Rural Areas' (which includes primary production) or 'Protected Natural Areas' and open space areas, some individual farms will be affected.

Transport for NSW has also been working closely with the Greater Sydney Commission and the Department of Planning and Environment to ensure the alignment of the rail corridor complements plans for agribusiness west of the Western Sydney Airport.

11.2 Key theme: Local business

Comments and questions on the impact of the corridor on local businesses (excluding agriculture), including businesses operating from residential properties.

11.2.1 Impact on local business

Community/key stakeholder issue:

The final alignment should be carefully considered to balance the infrastructure needs of Greater Sydney, with local environmental, economic and social costs. The corridors will have a negative impact on local businesses, particularly due to pollution impacting local businesses, including land and development, impacts on the dams used to farm Koi Carp, and road access to local businesses no being longer available.

The Strategic Environmental Assessment suggests 23 businesses will be impacted, however, residents are of the view a lot more than this will be impacted (including farms and businesses operating from homes).

Transport for NSW response:

Efforts have been made to minimise the impacts on businesses. When constructed, the North South Rail Line and South West Rail Link Extension corridors will benefit local businesses in many ways. It will help build their customer bases by supporting growth across Western Sydney, improving their accessibility, allowing them to attract customers from further away and reduce the cost of moving physical items and providing services that involve people travelling.

Rezoning the corridor in itself will for the most part not directly affect local and surrounding businesses, it will enable businesses to make informed long-term investment decisions with greater certainty.

11.2.2 Economic benefits

Community/key stakeholder issue:

Comments received from community and stakeholder submissions included:

- The corridors will support retail growth, providing economic and employment benefits, particularly in the Western Sydney Airport Growth Area.
- The North South Rail Line, intersecting with the existing T1 Western Line and providing a new train station as part of the Werrington Project, will open up access to services and stimulate jobs creation at The Quarter.
- Suggestions to connect the rail line with the future World Trade Centre at Bringelly.
- The protection and early acquisition of the corridors will save Australian taxpayers \$10.8 billion (year 2016 savings value) in land purchase and construction costs.

The North South Rail Line forms the spine of the Greater Sydney Commission's Western Corridor that will support the economic development of Western Sydney.

The extension of North South Rail Line from St Marys to Schofields will further strengthen the transport and economic linkages across Western Sydney. The corridor will provide for infrastructure to support improved connectivity between new residential suburbs and employment areas in Western Sydney, including the Western Sydney Airport. Early transport corridor preservation also allows for the development of adjacent land uses which are complementary to the transport infrastructure. In determining station locations during the development of business cases, Transport for NSW will consider the economic benefits of each station against the capital and operational costs.

Transport for NSW has reviewed the request for the future World Trade Centre at Bringelly to be served by a passenger rail line. Servicing the proposed site is not compatible with the planned rail alignment through the airport site and would result in a significant detour for passengers travelling south from the Western Sydney Aerotropolis. This option has therefore not been considered further.

11.3 Key theme: Tourism

Comments and questions on the impact of the corridor on the tourism industry, and the attractiveness of an area to visitors.

11.3.1 Opportunity to increase tourism

Community/key stakeholder issue:

A train station at the Australian Botanic Garden Mount Annan was suggested to attract international tourists, and enhance economic growth and liveability in south west Sydney.

Transport for NSW response:

Station locations will be considered as part of the business case process for the projects.

11.3.2 Impact on tourist attractions

Community/key stakeholder issue:

The corridors contain sportsgrounds, natural landscapes, heritage sites, rural areas and villages, and the Australian Koi Farm, all of which are tourist attractions. Impacts on these attractions, and subsequent tourist implications, were raised.

Transport for NSW response:

As the North South Rail Line and South West Rail Link Extension corridors are developed, Transport for NSW will work with impacted landowners and businesses to mitigate impacts on their operations.

12.0 Issue: Social

This section relates to comments and questions about the impacts on people's rural amenity, community connection, lifestyle, health, wellbeing and safety, including vulnerable community members.

12.1 Key theme: Connection to place, lifestyle and amenity

Comments about the impacts the corridor will have on rural amenity and on the 'feel' of neighbourhood and rural areas. This includes comments regarding the area's rural lifestyle, and visual and amenity impacts of the corridor.

12.1.1 Proximity to local services and community severance

Community/key stakeholder issue:

Comments received included:

- Construction of the corridors will impact the community's proximity, access and convenience to existing key services, such as schools, hospitals and medical facilities. The loss of proximity to these services will impact the entire community ranging from school children through to aged pensioners.
- There is uncertainty and concern about children needing to change schools, the impacts to their education and the upheaval of leaving their community and friends.
- Residents live in the community due to its proximity to key services, friends, family and sporting activities. Concerns were raised that the corridors will impact on the residents' liveability, as they will be unable to recreate this convenience in other locations.
- Questions were raised about impacts on the Pony Club at Rossmore.
- Concerns were raised that the community has already experienced separation and a loss of connection from the M4 Motorway, and residents want to avoid any further division of communities and land, particularly in Orchard Hills and the Jersey Road / Oran Park Drive area. Residents have purchased property to be in close proximity to friends and families.

During the future development phases of the rail infrastructure, consideration will be given to minimising severance to communities and to ensuring that crossings for both pedestrians and vehicles are provided to maintain access to key services and local communities.

The Department of Planning and Environment is in the process of undertaking the land use planning for much of the land adjacent to the passenger rail corridors. This process includes planning for local services such as schools, hospitals and recreation facilities. Transport for NSW will support the Department of Planning and Environment as it undertakes this vital planning, which will provide greater certainty for the community.

12.1.2 Impacts on livelihood, lifestyle and connection to place

Community/key stakeholder issue:

Community and stakeholder comments included:

- Residents have long-standing connections within their community, and large scale infrastructure such as the South West Rail Link Extension will permanently fracture and disrupt established communities.
- The connection to a community is paramount to an individual's faith, happiness and lifestyle. There are concerns about the lack of available real estate within the area and that residents will not be able to stay in the community after their properties are acquired.
- Significant investments have been made to homes to suit lifestyle needs and there are concerns residents will never be able to recreate their lifestyles in another location.
- Residents' homes and livelihoods will be directly affected by the North South Rail Line and impacted property owners will remain in limbo while decisions are made.
- Requests were made to preserve heritage and local character and make cities more sustainable by protecting the natural environment and open spaces.
- Over-development and zone changes in the area within a short time period have resulted in significant lifestyle changes for long term residents.
- Surrounding communities are already experiencing negative social impacts, due
 to other developments in the area, and there are concerns the preservation of
 the corridor will further exacerbate these impacts.
- Questions were raised about how local traffic and transport, socio-economic
 and heritage township impacts will be considered and the role councils and key
 stakeholders will have in addressing these issues.

It was then suggested that the proposed rail line has the potential for positive social change for St Marys through increased housing diversity, transport connectivity and a new night time economy.

The identification of the passenger rail corridors has endeavoured to balance a number of competing interests, with a strong focus on minimising the impact on dwellings. Future infrastructure in the corridor is currently proposed to be tunnelled between St Marys and south of the M4, and between Oran Park, Narellan and the T8 Airport and South Line near Macarthur.

Unfortunately it is not possible to identify a corridor that meets technical and operational requirements without impacting some properties and homes. Western Sydney is growing rapidly and land uses are changing. The designation of the passenger rail corridors now provides certainty for land use planners and the community. It is important that early planning takes place to ensure impacts on newly developed communities are minimised in the future.

During the design development of the projects, Transport for NSW will work with local councils and other key stakeholders to ensure integration between the corridor and surrounding land uses, and to inform the Environmental Impact Statement. In particular there will be a focus on place-making at station precincts to enhance the unique features of each community.

Detailed assessment of impacts associated with the construction and operation of the future infrastructure, such as local traffic and transport, socio-economic and heritage impacts will be undertaken as part of the Environmenta Impact Statement.

12.2 Key theme: Health and safety

Comments and questions were made regarding the impact on community members' physical and mental health for example, impacts to community and individual wellbeing caused by uncertainty.

12.2.1 Mental health and wellbeing

Community/key stakeholder issue:

Concerns were raised by community and stakeholders that:

- Impacted community members are experiencing a variety of physical and emotional impacts such as stress, depression and anxiety since the public announcement of the corridors. The lack of notice about the corridors has caused stress and emotional upheaval for impacted residents who may need to relocate away from their services and facilities.
- Vulnerable community members lack certainty about their living situation and access to key services such as schools and health services. It was noted that some properties within the corridor have been modified to accommodate family members with special care needs.

Transport for NSW response:

Transport for NSW acknowledges that corridor preservation process has caused uncertainty for some community members during the period between the release of the Exhibited Corridor and corridor finalisation through rezoning. However, with the finalisation of the corridor now completed residents and stakeholders can now make informed decisions about their futures.

12.3 Key theme: Proximity to residents and vulnerable members of the community

Comments and questions regarding the proximity of the corridor to residential areas and vulnerable members of the community (e.g. schools and aged care facilities).

12.3.1 Elderly and retired community members

Community/key stakeholder issue:

Concerns were raised by community and stakeholders about the impacts to elderly and retired community members who may need to relocate. The health of elderly residents may be impacted if they move away from family or support networks that provide them with care and assistance.

Transport for NSW response:

The identification of the corridors occurs in some cases many years before they are required, which allows residents to plan their futures over a period of time. **Section 15.3.5** explains the process of property acquisition and how impacted landowners are supported, such as through communication with personal managers.

12.3.2 Australian Koi farm

Community/key stakeholder issue:

Community and stakeholder submissions noted that the Australian Koi Farm hosts disability groups, seniors groups and school children visits for educational and recreational purposes. Concerns were raised that the corridor will impact the farm's ability to support the local community.

Transport for NSW response:

Transport for NSW reviewed the impacts of the corridor on the Australian Koi Farm, however, was unable to make a significant change to the corridor in this area. During the design development Transport for NSW will work with the Australian Koi Farm to identify options for the business including continuing to operate, albeit with a smaller footprint.

13.0 Issue: Infrastructure

This section relates to comments and questions about the impacts on existing and associated infrastructure, and local and non-local traffic congestion.

13.1 Key theme: Impacts on existing infrastructure

Comments and questions about the impacts on existing infrastructure including roads, bridges and access. Includes comments and questions about the impact on local and non-local traffic congestion.

13.1.1 Local roads

Community/key stakeholder issue:

Comments and question from community and stakeholders about local roads included:

- Upgrades to The Northern Road and Bringelly Road will be insufficient for the number of residents moving to the area. More information is required on how local traffic and transport issues will be addressed.
- What plans do Transport for NSW have for May Avenue, Rossmore?

Further suggestions that the following roads are extended:

- Jersey Road to Kelvin Park Drive.
- Edmondson Avenue to Elizabeth Drive and the proposed M12 Motorway.
- Jersey Road (as referenced in the Liverpool Council proposal).

Transport for NSW response:

Transport for NSW is working closely with Department of Planning and Environment to determine the long term transport needs for Western Sydney. The corridor preservation of Outer Sydney Orbital, Western Sydney Freight Line, North South Rail Line and South West Rail Link Extension corridors is vital to ensuring there is land available to deliver additional infrastructure efficiently and with minimal disruption to local communities, as Western Sydney develops.

Protection of the recommended corridors will complement investment in road infrastructure in Western Sydney, including upgrades to the Northern Road and Bringelly Road. Further assessment of local traffic and transport issues will be undertaken during detailed design of future infrastructure.

May Avenue, Rossmore is not impacted by the passenger rail corridor.

Transport for NSW along with local councils have management responsibility for allied roads and their upgrades. That work is independent of the need to protect long term strategic transport corridors.

13.1.2 Department of Defence

Community/key stakeholder issue:

Community and stakeholders queried whether the Department of Defence's explosives activities, located within one kilometre of the proposed corridor in Orchard Hills had been considered in the design.

Transport for NSW response:

The North South Rail Line corridor identified through Defence Establishment Orchard Hills is not at any risk from explosive activities.

13.1.3 Existing water utility infrastructure

Community/key stakeholder issue:

Sydney Water noted that it requires adequate provisions of land to maintain and operate its current infrastructure, and sufficient real estate to build future assets, as part of their capital investment program.

It was requested that WaterNSW infrastructure be protected from electrical hazards and associated risks including corrosion, electrocution, and step and touch potential.

Transport for NSW response:

During the ongoing design development Transport for NSW will work with all impacted utility owners to ensure that their assets are protected.

13.1.4 Co-locating new water utility infrastructure

Community/key stakeholder issue:

Sydney Water expressed its wishes to co-locate its linear water utility infrastructure to minimise customer disruptions, avoid impacts to existing wastewater treatment plants and clashes with water main lead-ins to service future outer areas.

When designing the corridor, it was noted that it is important that Transport for NSW makes allowances for the delivery of integrated water outcomes and water sensitive urban design, including a stormwater management strategy where future infrastructure runs along the corridor as it crosses waterways and floodplains.

Transport for NSW response:

Where the corridor width is sufficient to accommodate utilities without impacting the future delivery of the infrastructure, Transport for NSW will consider allowing utilities to be located in the corridors.

13.1.5 Warragamba pipelines

Community/key stakeholder issue:

Community and stakeholder comments regarding the Warragamba pipelines included:

- The North South Rail Line could impact critical water infrastructure, such as the Warragamba pipelines, as it crosses over pipelines between The Northern and Luddenham roads.
- The provision of adequate bridge elevation, span and/or gantry equipment should be made to allow for the ongoing maintenance and future replacement of the Warragamba pipelines.

Transport for NSW response:

The North South Rail Line corridor crosses WaterNSW's Warragamba pipelines in the vicinity of Luddenham Road, Twin Creeks. The future transport infrastructure will be designed to safely pass over the pipeline without jeopardising its integrity.

13.1.6 Impacts on structures

Community/key stakeholder issue:

In the community and stakeholder submissions, concerns were raised about structural integrity as a result of construction and operation of the rail lines, including:

- Underground rail lines could impact the structural integrity of homes, schools, shopping centres and infrastructure in Harrington Park, Narellan, Narellan Vale, Mount Annan and the Australian Botanic Garden Mount Annan.
- During construction, vibration monitoring should be undertaken to ensure nearby weirs and reservoirs are not damaged. Similarly, consideration should be made of the potential impacts to reservoirs and other infrastructure in the Narellan to Macarthur area, where soils may have slope/stability issues.

Transport for NSW response:

Localised vibration impacts and mitigation measures will be considered during the development of the Environmental Impact Statements for the projects. Where a risk of subsidence is identified, the Environmental Impact Statement will identify a strategy for monitoring at risk buildings and other infrastructure.

13.1.7 Traffic congestion

Community/key stakeholder issue:

Concerns were raised in community and stakeholder submissions about the location for Narellan Station and associated park and ride facilities could impact existing traffic congestion in the area.

Transport for NSW response:

While there may be localised traffic impacts as a result of a train station at Narellan, the overall impact should be a decrease in congestion as it is expected that some drivers will switch to using the train service. Local traffic impacts will be assessed during development of the design.

13.1.8 Property Access

Community/key stakeholder issue:

Property access (including for larger vehicles such as water tank carriers), and road safety on Badgerys Creek Road during construction of the North South Rail Line, was raised as a concern.

Transport for NSW response:

The rezoning of the passenger rail corridors will not result in any road safety issues on local roads. The identification of the future corridor will enable land use rezoning to reflect the rail corridor. In some instances this may result in temporary traffic impacts at the time of construction.

During the development of the Environmental Impact Statement consideration will be given to the impacts of construction traffic and the mitigation(s) that could be used, such as traffic management plans.

13.1.9 Rail infrastructure, design and alignment

Community/key stakeholder issue:

Concerns were received that trains will rely on an outdated power supply with the need for a high voltage, electrified system.

Transport for NSW response:

Both the North South Rail Line and South West Rail Link Extension corridors will consist of new infrastructure and their power supply will be designed to ensure reliability and efficiency.

The Sydney Metro power supply is designed to be segregated and operate independently from the Sydney Trains network. New substations have been and will be constructed to power the metro trains.

For heavy rail, the Power Supply Upgrade Program is underway to meet the future needs of the network.

New substations to supply traction power (needed to run trains) are being built and electrical infrastructure such as overhead wires and electrical feeders (needed to transport electricity from one source to another) are being upgraded.

Under the Power Supply Upgrade Program, a new substation has been completed at Penrith including upgraded feeders and a new switching room has been constructed in North Eveleigh. New substation projects are proposed for Central Station, Gosford, Granville, Guildford, Ingleburn and Minto with overhead wiring and feeder upgrade work proposed across the network.

The power supply demands of the rail network will be reviewed as it continues to grow to ensure that future power demands are met.

13.2 Associated infrastructure upgrades

Suggestions made for upgrades to existing roads, rail lines and bridges.

13.2.1 General infrastructure upgrades not related to the North South Rail Line and South West Rail Link Extension corridors

Community/key stakeholder issue:

In the community and stakeholder submissions, suggestions about general upgrades to infrastructure included:

- Improving infrastructure at the Macarthur-Campbelltown Strategic Centre.
- Improving safety and pedestrian access throughout the Camden Local Government Area.
- Constructing speed bumps on Eagle Vale Drive and Malachite Road.
- Upgrading The Northern Road.

Further suggestions to improve road connectivity included:

- Connecting Erskine Park to Luddenham Road.
- Improving bus and train accessibility along the corridor and bus connectivity with the Western Sydney University, Penrith campus.
- Linking the M5 and M7 Motorways to the South Coast.
- Connecting Sydney to the Western Sydney Airport to support employment opportunities from St Mary's to Campbelltown.

Transport for NSW response:

The purpose of the corridor preservation is for the future development of passenger rail services. In parallel there will be other initiatives to improve the transport outcomes for Western Sydney.

Transport for NSW along with local councils has management responsibility for roads and their upgrades. That work is independent of the need to protect long term strategic transport corridors.

14.0 Issue: Cumulative Impacts

In this section comments relate to the cumulative impacts of other infrastructure projects and the Western Sydney Airport.

14.1 Key theme: The corridor and other changes in Western Sydney growth infrastructure

Comments on the cumulative impacts of other infrastructure projects in the area e.g. property developments. This includes comments on how the project will catalyse further development and/or impact the environment or people.

14.1.1 Connectivity to existing and future infrastructure

Community/key stakeholder issue:

Suggestions were made by community and stakeholders regarding connections to existing and future infrastructure. This included:

• an interchange to North South Rail Line / Metro West at Western Sydney Airport.

Transport for NSW response:

There is planned to be an interchange between North South Rail Line and the East-West Rail Link at both Western Sydney Airport and the Western Sydney Aerotropolis.

14.1.2 Increased development and loss of amenity

Community/key stakeholder issue:

Corridor development will urbanise surrounding areas and encourage more local high-rise developments and increased road traffic. Developers will exploit planning and rezoning legislation in Narellan, increasing nearby housing through high density development. This will have adverse impacts on the visual amenity of the area and have negative impacts for residents in long-established communities.

The residents of Orchard Hills oppose the rail line as it will impact adversely on scenery and local amenity. Concerns were raised that Badgerys Creek will be overcome with concrete infrastructure.

A cumulative assessment of the visual amenity and urban design impacts of the many, large-scale infrastructure projects in Western Sydney should be undertaken.

Transport for NSW response:

Significant development is planned in Western Sydney, in particular around Western Sydney Airport. This process is part of the Greater Sydney Commission's Greater Sydney Region Plan. This plan was consulted on during 2017. The implementation of plan will see significant changes to some parts of Western Sydney as land gets rezoned and development occurs.

It is critical that the transport corridors are protected ahead of this development, so that in the future the land is available for the necessary transport infrastructure.

14.2 Key theme: The corridor and Western Sydney Airport

Comments on cumulative impact of development related to and as a result of the Western Sydney Airport.

14.2.1 Impact on properties near the Western Sydney Airport

Community/key stakeholder issue:

Property owners, particularly to the south of the airport, raised concerns about impacts the corridor will have on properties. This included:

- Residents to the south of the Western Sydney Airport concerned about plans to develop their properties due to uncertainty about the project.
- Effects on nearby residents, if the Western Sydney Airport operates 24 hours a day, seven days a week.

Transport for NSW response

The identification and rezoning of the land required for the passenger rail corridors provides the community with certainty on the location of the passenger transport corridors. Where a land owner wishes to develop their property, Transport for NSW will work closely with that owner.

The Department of Planning and Environment has been consulting on the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan. This plan provides a framework for the development of the land within the Western Sydney Aerotropolis. In particular, it sets out the types of land use that is appropriate around the airport and in the areas most impacted by aircraft noise. Planning controls are the best way to reduce the impact of noise on the population. By restricting the types of buildings that can be constructed near certain areas of the airport, the number of people affected can be minimised.

Any future land use planning around the airport and passenger rail corridors will be undertaken with the knowledge of the future infrastructure. This will allow complementary land uses to be planned adjacent to the transport infrastructure.

14.2.2 Rail patronage and the Western Sydney Airport

Community/key stakeholder issue:

The Western Sydney Rail Needs Scoping Study Outcomes Report estimates approximately 40,000 daily trips by 2060. Clarification on the forecast increase in rail use on the Western Sydney Airport is requested as this is less than the estimated 2060, full development 52,000 daily trips.

Transport for NSW Response

Patronage estimates are based on assumptions on the timing and densities of land use. Transport for NSW is working closely with the Department of Planning and Environment to review the current assumptions being used for passenger rail projects. These revised estimates will be used for the North South Rail Line business case process and to determine the timing of delivery of the infrastructure.

15.0 Issue: Property and Acquisition

This section relates to comments on compensation for acquired and adjacent properties, the compensation timing and process, and property values.

15.1 Key theme: Compensation for acquired properties

Comments and questions about the method, type and amount of compensation that will be given to affected property owners. This included questions about partial and total acquisition, and potential buy-back of land.

15.1.1 Compensation fairness and amount

Community/key stakeholder issue:

Property owners wanted to know if property acquisition will occur through negotiated agreement or compulsory acquisition. Community and stakeholders raised that land acquisition negotiations should be fair, consistent and transparent and that market values at the time of acquisition should be used and commercially based. It was requested that compensation include relocation costs, assistance to help impacted families find another house similar to their existing home, and consideration be given to loss of business and car parking.

Further suggestions by community and stakeholders include that private land proposed to be used during construction should be accessed under a lease agreement, which would allow for ownership of the land to be retained, and for the land to be returned to its original condition at completion.

Transport for NSW response:

Compensation for properties acquired either in whole or in part by the Government must be determined in accordance with the Land Acquisition (Just Terms Compensation) Act 1991 (the Act) and justly compensate the landowner for the acquisition of the land. The compensation package is comprised of the market value of the property, plus a number of heads of compensation.

The market value of land at any time means the amount that would have been paid for the land if it had been sold at that time by a willing but not anxious seller to a willing but not anxious buyer, disregarding (for the purpose of determining the amount that would have been paid):

- 1. Any increase or decrease in the value of the land caused by the carrying out of, or the proposal to carry out, the public purpose for which the land was acquired.
- 2. Any increase in the value of the land caused by the carrying out by the authority of the State, before the land is acquired, of improvements for the public purpose for which the land is to be acquired, and
- 3. Any increase in the value of the land caused by its use in a manner or for a purpose contrary to law.

When valuing a property, the Valuer will look to recent sales of similar properties in the area to help determine the price. They will also consider the size of the property, location, quality of improvements and current zoning, other market conditions and any pest or building inspections that may need to be carried out to assess the buildings structure and condition.

If land is only required on a temporary basis for construction activity Transport for NSW may consider a leasing arrangement with the land owner.

15.1.2 Compensation amount for different land uses

Community/key stakeholder issue:

There are concerns that farm land market value will be applied when valuing residential blocks and industrial land in Bringelly Oran Park, Badgerys Creek and the Western Sydney Airport.

Transport for NSW response:

As explained above in the response to **Section 15.1.1** Compensation Fairness and Amount, when valuing a property, the Valuer will look to recent sales of similar properties in the area to help determine the valuation. They will also consider the size of the property, location, quality of improvements and current zoning, and land use, other market conditions.

15.1.3 Fair compensation for retiring landowners

Community/key stakeholder issue:

Questions were raised by community and stakeholders about how the government will fairly compensate retiring landowners who want to sell their farm land. Comment was made that people nearing retirement may want to sell land to retire on the proceeds and that the uncertainty now placed on them will put them in an unfavourable position, compared to nearby properties unaffected by the corridor. Property owners approaching retirement want reassurance there are mechanisms to ensure the amount of compensation for property acquisition will consider the security of people's superannuation and future.

Transport for NSW response:

As explained above in the response to Section 15.1.1 Compensation Fairness and Amount, compensation for properties acquired by the Government must be determined in accordance with the Land Acquisition (Just Terms Compensation) Act 1991 (the Act) and justly compensate the landowner for the acquisition of the land. The compensation package is comprised of the market value of the property, plus a number of heads of compensation. When valuing a property, the Valuer will look to recent sales of similar properties in the area to help determine the price. They will also consider the size of the property, location, quality of improvements and current zoning and other market conditions.

15.1.4 Compensation for property investment and improvements

In Community and stakeholder submissions, comments were also made that property owners have made substantial investment in developing their properties for businesses which is unlikely to be recovered under the current laws and compensation arrangements.

Transport for NSW response:

As explained above in the response to **Section 15.1.1** Compensation Fairness and Amount, when valuing a property, the Valuer will look to recent sales of similar properties in the area to help determine the price. They will also consider the size of the property, location, quality of improvements, existing business operations, current zoning, other market conditions and any pest or building inspections that may need to be carried out to assess the buildings structure and condition.

15.2 Key theme: Compensation for adjacent properties

Comments and questions about what properties adjacent to the corridor may receive in compensation including method, type and amount of compensation.

15.2.1 Adjacent properties will be disadvantaged

Community/key stakeholder issue:

Properties adjacent to the corridor will be disadvantaged due to impact on activities, amenity and property values, while properties close to the corridor, but unaffected, won't be.

Transport for NSW response:

The Government currently has no intention to purchase land outside the designated corridors. However, Transport for NSW has heard the communities concerns and has presented the matter to the Government for its consideration.

Regardless of this, every effort will be taken to minimise the impacts and effects of the future infrastructure when it is built, including noise barriers, and visual landscaping. An Environmental Impact Statement will be prepared prior to construction which will explore in detail the impact the infrastructure will have on the natural and built environment and explain how the project will mitigate these impacts. Where street access to a property is impacted, the project team will work with the property owner to ensure a new point of access is provided.

15.3 Key theme: Timing and process

Comments and questions around the acquisition process, what it involves, how long it will take, and the approval restrictions placed on designated land. Also includes comments on the perceived fairness and consistency that is applied to different property owners.

15.3.1 More information on timing and process

Community/key stakeholder issue:

Comments were raised by community and stakeholders about landowners wanting more certainty about timing and the process of land acquisition. Questions drawn from the submissions included:

- Will land be compulsorily acquired?
- If land acquisition is required, where will the source of funds to acquire land come from?
- When landowners will be contacted regarding property acquisition?
- When will property acquisition commence?

Transport for NSW response:

There is no need to immediately acquire land or property for the corridors; however the NSW Government has allowed funds for early owner initiated acquisitions. For properties within the first stage of the North South Rail Line between St Marys and the Western Sydney Aerotropolis, property negotiations may commence in 2019. For other sections of the corridors, acquisition may be many years into the future.

Residents can continue to live in and use their property, including renovations and improvements, until the property is required.

Once a corridor has been legally protected, property owners have an opportunity to initiate early acquisition under the *Land Acquisition (Just Terms Compensation) Act 1991* before the land is needed by the government. Following a decision to protect a corridor, and if property owners wish to pursue early acquisition, property owners can approach Transport for NSW to further discuss property acquisition.

At the start of the acquisition process, landowners will be allocated a Personal Manager and an Acquisition Manager, to help guide them through the process, and help tailor the acquisition process to the landowners needs. A face-to-face meeting will be arranged, to discuss the next steps in the acquisition process and clarify any questions the landowner may have about the process.

Following this, the Acquiring Agency will instruct a qualified and independent Valuer to carry out an inspection of the property and determine its market value and other entitlements under Section 55 of the *Land Acquisition* (*Just Terms Compensation*) *Act 1991.* This information is used to prepare a valuation report, which will be provided to the Acquisition Manager for review.

Importantly, the market value (at time of sale) will be negotiated with land owners under the legislation. As noted previously, the market value is determined as if the corridor does not impact the property.

15.3.2 Timely and early acquisition

Community/key stakeholder issue:

It was raised in community and stakeholder submissions that the government should acquire the corridor in a timely manner. Comments were made that delays in property acquisition will restrict landowners' development rights, their ability to sell, and cause prolonged uncertainty. Property owners requested ongoing communication regarding timing and property potential impacts.

The uncertainty of property acquisition is forcing individuals to delay future plans, restricting their development rights and ability to sell. Residents and property owners do not know what to do while they wait for decisions to be made about the final corridors.

Further information was requested regarding the criteria for funding early acquisition/compensation, outside of the *Land Acquisition (Just Terms Compensation) Act 1991*.

Transport for NSW response:

There is no need to immediately acquire land or property for the corridors. However, following a decision to protect a corridor, if property owners wish to pursue early acquisition, property owners can approach Transport for NSW to further discuss property acquisition.

The Government has established a Western Sydney Corridor Acquisition Program and allocated funding to enable early acquisitions where requested by property owners.

The establishment of the corridors at this point in time will allow for landowners and the community to have certainty in planning for the future, with respect to the transport infrastructure proposed for the corridors.

15.3.3 Partial and total land acquisition

Community/key stakeholder issue:

To minimise impact on land, it was suggested whole properties be acquired, rather than partial acquisition. It was raised that land acquisition will result in parcels of residual land. To enable residual land to be economically viable, there were requests for necessary land rezoning to occur.

Transport for NSW response:

There are many instances where the future infrastructure footprint may only cover a portion of a property and a partial acquisition may occur. Property owners may request that the Acquiring Agency purchase the entire property, however the decision to agree to a full purchase is at the discretion of the Acquiring Agency at the time of acquisition.

In determining whether a full or partial acquisition will proceed, Transport for NSW will consider a number of things including total lot size and size of the remaining lot, location of structures, street access, utility placement and current use of the property. Where the effect of the proposed project on the remaining property is considered significant, it may warrant full acquisition. Where part of a property is acquired, the Acquiring Agency will discuss with the owner and agree what property adjustments are needed to be undertaken as a result of the acquisition, such as modifications to driveways or fencing.

15.3.4 Impact on generational landowners

Community/key stakeholder issue:

Comments were made by community and stakeholders that the proposed corridors will impact some families of three generations who have lived at the same property and it was suggested that it will be difficult to adequately compensate for these impacts.

Transport for NSW response:

Transport for NSW appreciates that some properties have generational value to owners. However, the value of a property is determined by a Valuer who will look to recent sales of similar properties in the area to help determine the price. They will also consider the size of the property, location, quality of improvements and current zoning and other market conditions.

15.3.5 Process of determining land required for acquisition

Community/key stakeholder issue:

Comments made in the community and stakeholder showed concerns that the directly affected residents and neighbouring properties will either be rendered homeless or significantly impacted by the corridors. Clarity around what the process for determining which residents will lose their homes to the corridor and which ones will not and what compensation will be provided were also requested.

Transport for NSW response:

The finalisation and rezoning of the corridors will provide certainty to the community as to which landowners will be impacted.

Compensation for properties acquired by the Government must be determined in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* (the Act) and justly compensate the landowner for the acquisition of the land. The compensation package is comprised of the market value of the property, plus a number of heads of compensation as outlined above in **Section 15.1.1**.

15.3.6 Interim land use

Community/key stakeholder issue:

It was requested by community and stakeholders that a strategy be implemented which provides clarification on permissible interim land uses to avoid adverse planning outcomes on impacted landowners, and the sterilisation of developable land.

Transport for NSW response:

The Strategic Environmental Assessment plus the proposed State Environmental Planning Policy provides details of the implications for land uses within and adjacent to the protected corridor.

The corridor is to be rezoned Special Purpose (SP2 Infrastructure) and identifies the land as being planned for future transport infrastructure. Prior to it being required for future infrastructure, existing uses can continue within the corridor, however where a development application is required to be lodged with the local council, and where the value of the proposed new development exceeds \$200,000, councils are obliged to refer the application

to Transport for NSW for concurrence. In many cases, Transport for NSW will not oppose the new development. If the proposed new development is deemed to be an unacceptable impediment to future use of the corridor for transport purposes, then Transport for NSW will not provide its concurrence and councils will be asked to not approve the development application.

Examples of development that would usually be deemed acceptable include house extensions, swimming pools, sheds, and granny flats.

Examples of development that would usually be deemed unacceptable include major residential intensification of use of the site through subdivision, strata units, major commercial or industrial works, or development which would make relocation of the proposed land use difficult, such as community facilities, cemeteries, places of worship, and major utilities.

Development immediately adjacent to the corridor which would involve excavations will also need to be considered by Transport for NSW. Excavations which run the risk of undermining the integrity of the corridor or future infrastructure in the corridor would need to be very carefully considered.

The aim of identifying the North South Rail Line and South West Rail Link Extension corridors is to provide certainty for adjoining land use development. Development can proceed on the basis that the transport infrastructure will be provided at some time in the future. Land use can be designed around the corridor and impact mitigation measures can be applied during the design of the land use.

15.3.7 Decisions regarding land

Community/key stakeholder issue:

Concerns were raised by community and stakeholders around the uncertainty of the North South Rail Line and how this lack of certainty is impacting property and acquisition decisions. Particular reference was made regarding:

- The purchase of land for the purposes of building a home.
- The impact on parcels of land in areas near to the corridor.

Transport for NSW response:

Transport for NSW acknowledges that the consultation on the corridors has created uncertainty for the community. Now that the corridors have been finalised, the community knows where the rail infrastructure will be and can make plans accordingly. New developments for future homes were considered when deciding on the corridor. These corridors will provide for infrastructure to support improved connectivity between new residential suburbs in the North West Growth Area and South West Growth Area, and employment areas in Western Sydney, including the Western Sydney Airport.

The North South Rail Line and South West Rail Link Extension corridors protect land from major intensive redevelopment and provide certainty for land use planners as the surrounding areas continue to develop and grow.

15.3.8 Reduce impacts on property owners

Community/key stakeholder issue:

Community and stakeholders recognise that the first stage of funding has been committed by the State and Commonwealth Government for the North South Rail Line from St Marys to the Western Sydney Aerotropolis. It was requested that given the rapid growth in the area, that the final corridor alignment be gazetted by late 2018 and information provided on the likely changes to development controls on land directly outside of the corridor.

Transport for NSW response:

The Commonwealth and State Governments have committed to completing the first stage of the North South Rail Line by the opening of Western Sydney Airport in 2026. To achieve this timing, it is likely that the Government would commence property acquisition between St Marys and the Western Sydney Aerotropolis in 2019.

The other sections of the passenger rail corridors do not have a committed timeframe. There is no intention or need to immediately acquire land or property for these corridors. The acquisition of properties generally occurs prior to project delivery, for some sections of the corridor, this could be years in the future.

Residents can continue to live in and use their property, including renovations and improvements, until the property is required. Details of the interim land uses are explained in **15.3.6**.

15.4 Key theme: Property values

Comments and questions on property values including comments regarding saleability of property near the corridor and of remnant land left over from corridor acquisition.

15.4.1 Decreases in property values

Community/key stakeholder issue:

From the community and stakeholder submissions, it was raised that since the initial proposed rail corridor was released in 2015, property values have decreased and rendered some properties unsellable due to the corridor. Concerns were raised that:

- Property values will drastically decrease, cause financial loss to impacted property owners, and put financial investments in property in doubt.
- Surrounding developments will also cause a decline in land values.
- Rezoning will impact property values, particularly given the lack of government guarantee that the rail line will be built underground, as currently proposed.

Further comments around the uncertainty of potential zoning, timing, compensation, and construction implications and that open market opportunities for selling properties, within the proposed corridor are constrained and will impact the number of prospective buyers for properties within the corridor. It was raised that the government may be the only buyer of property in the corridor and that that property acquisition consultation occur immediately, to optimise land values and reduce uncertainty.

Transport for NSW response:

The rezoning of transport corridors provides a level of certainty which allows for structured development of areas. Providing certainty and connectivity can be a catalyst for allowing development to occur and can ensure that areas are planned with future uses in mind. Well planned areas are often considered attractive for potential purchasers.

The Commonwealth and State Governments have committed to completing the first stage of the North South Rail Line by the opening of Western Sydney Airport in 2026. For properties within the first stage of the North South Rail Line between St Marys and the Western Sydney Aerotropolis, property negotiations may commence in 2019. For other sections of the corridors, acquisition may be many years into the future.

Prior to acquisition, residents can continue to live in and use their property according to the permitted uses for the land. This potentially includes future permitted uses that may follow rezoning of the unaffected land.

Following a decision to protect a corridor, if property owners wish to pursue early acquisition, property owners can approach Transport for NSW to further discuss property acquisition.

15.4.2 Reduced landowner rights

Community/key stakeholder issue:

Comments from community and stakeholder submissions, it was commented that the processes Transport for NSW are implementing will reduce the rights of landowners in, around or above the protected corridor.

Further comments regarding reduced landowner rights included:

- The future role of landholdings, in an urban area, will be significantly compromised by the proposed corridor.
- The North South Rail Line corridor will cut across farming and residential properties, causing the loss of entire properties or splitting the land, restricting the ability for landowners to make property improvements.
- The lack of certainty about how properties can be used or when they will be sold.
- Concerns were also raised about reduced property values and where impacted property owners will live if they are unable to sell existing homes or build new ones.

Transport for NSW response:

The Strategic Environmental Assessment plus the proposed State Environmental Planning Policy provides details of the implications for land uses within and adjacent to the protected corridor.

The corridor is to be rezoned Special Purpose (SP2 Infrastructure) and identifies the land as being planned for future transport infrastructure. As explained above in Section 15.3.6 Interim Land Use, existing uses can continue within the corridor prior to it being required for future infrastructure, however where a development application is required to be lodged with the local council, and where the value of the proposed new development exceeds \$200,000, councils are obliged to refer the application to Transport for NSW for concurrence. In many cases, Transport for NSW will not oppose the new development, however, if the proposed new development is deemed to be an unacceptable impediment to future use of the corridor for transport purposes, then Transport for NSW will not provide its concurrence and councils will be asked to not approve the development application.

15.4.3 Impact on council rates

Community/key stakeholder issue:

Community and stakeholder submissions raised that land values are likely to increase in surrounding areas which will impact council rates. There were questions as to whether caps on council rates or a special land valuation rating will be applied so that rates only rise when land is to be acquired, or whether property owners will have to pay increased land rates for the next 20 years.

Transport for NSW response:

Land values are one factor councils use to set rates. Land values are determined by the Valuer General and provided to councils at least every three years. Council rates are determined by Local Councils under the Local Government Act 1993 dependent on the category of the land.

Properties are categorised according to their use. The four ordinary rates categories are farmland, residential, mining and business. Rates are then levied in accordance with NSW legislation and calculated by using the unimproved land value and the rate set by Council for each category.

Land value increases do not necessarily lead to similar increases in rates. Rates depend on each council's rating structure and the limits to increases set by the Independent Pricing and Regulatory Tribunal.

Details on rates in your area can be provided by your local council.

Conclusion

16.0 Conclusion

Community and stakeholder feedback on the North South Rail Line and South West Rail Link Extension corridors has been assessed by Transport for NSW and responded to in this report.

Although the existing land uses will be able to continue in the interim, rezoning ensures that new development does not inhibit the delivery of the infrastructure when required in the future. Once protected, planning authorities will ensure that land use and transport planning processes around the transport corridors are integrated and coordinated.

Future proposals for infrastructure will be the subject of business case activities based on the need for infrastructure and available funding, and will involve detailed design and environmental approvals. Any future proposal to build and operate infrastructure in the corridors will be subject to an environmental assessment in accordance with the provisions of the Environmental Planning and Assessment Act 1979. Environmental impacts, including noise, air quality, biodiversity and visual amenity, will be subject to technical assessment in accordance with the State Significant Infrastructure procedures as part of an Environmental Impact Statement.

The finalisation and rezoning of the corridors provides certainty to the community as to which landowners will be impacted. The Commonwealth and State Governments have committed to completing the first stage of the North South Rail Line by the opening of Western Sydney Airport in 2026. To achieve this timing, it is likely that the Government will commence property acquisition between St Marys and the Western Sydney Aerotropolis in 2019. The other sections of the passenger rail corridors do not have a committed timeframe. There is no intention or need to immediately acquire land or property for these. The acquisition of properties generally occurs following approval for the construction of the project and in this case it could be years in the future.

The North South Rail Line and South West Rail Link Extension corridors have been selected following a comprehensive process that has involved extensive consultation and investigation of multiple alignments. As a result of the comprehensive selection process that has been undertaken, it is considered that potential environmental and social impacts arising from the corridors protection or future transport infrastructure have been minimised.

Protection of the North South Rail Line and South West Rail Link Extension corridors represents an integrated transport solution that balances infrastructure benefits and opportunities with land use and environmental impacts and meets the stated objectives of Australian and NSW strategic policies.

The 30-minute city is one of the key goals for the Greater Sydney Region over the next 20 years and the protection of the corridors will assist in achieving integrated transport and land use outcomes.

Transport for NSW is committed to keeping stakeholders and the community informed as the planning for the corridors and rail infrastructure progresses.

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